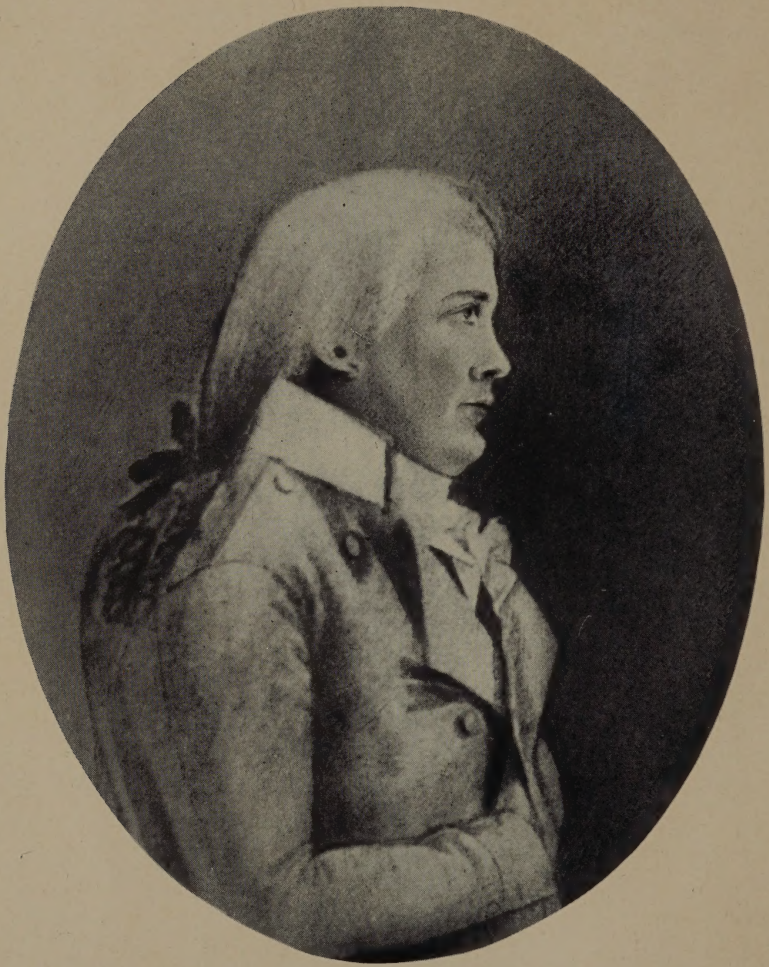
HISTORIC SALISBURY MARYLAND

CHARLES J. TRUITT

Historic

SALISBURY

MARYLAND



LIEUTENANT JOSEPH GILLIS, REVOLUTIONARY WAR MILITIA, SON OF CAPTAIN THOMAS GILLIS, COMMISSIONER FOR SITE OF SALISBURY TOWN

Historic

SALISBURY

MARYLAND

INCLUDING HISTORICAL SKETCHES
OF THE EASTERN SHORE

Bicentennial Edition

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INTRODUCTION

IN THE HEARTS of all of us there lies an inherent love of the Homeland. Though in the course of events it becomes our lot to be cast upon foreign soil and among people alien to the land of our birth, in the innermost recesses of the heart there eternally lingers that first love.

This volume contains historical sketches of a community that in recent years has "come of age." Which is to say, its material growth in the past decade has been rewarded with authority to call itself a "city."

The casual visitor to Salisbury rarely fails to comment upon the busy-ness of the city. Thoroughly modern, it belies its ancient origin. Even its native populace find it difficult to realize the city had its inception in an Act of the Provincial Assembly at a date so distant as August 8, 1732.

Salisbury's growth in the last decade was more rapid than any other Maryland city, and it is not beyond the realms of the impossible that in the next few decades Salisbury will be Maryland's second city. It has consistently refused, in a period of national economic stress, to be retarded in its commercial, educational, social and religious development. During this period, the city has taken rank as Maryland's second port and second only to Baltimore, among Maryland cities, in the volume of construction activity and building expansion.

Though few histories can record more colorful chapters than the story of the achievements of our forefathers in this region, an effort never has been made to assemble the historical facts pertaining to Salisbury and the surrounding area. That is the purpose of this volume: To present to this generation, and to preserve for posterity, a true story of a people; the evolution, as it were, of a community.

In the mass of material assembled over a period of several years by the author, it has been extremely difficult at times to distinguish between that which is tradition and that which is actual facts.

With time and patience it would have been possible to embellish the text with the store of romance and legends which surround the people and the community, but the first object is to present historical facts. Given these, the reader need not be a genius to discover the romance that therein lies.

It was thought advisable to extend the research over more than a century before the actual founding of Salisbury, for the character of the people who settled this immediate region, their customs and manners, the vicissitudes they endured and obstacles they conquered unquestionably exerted a tremendous influence down through the generations even to the present day.

The author is deeply indebted to many persons who so graciously assisted by providing facts from which this text was prepared and for the several ancient photographs and illustrations. The debt is hereby acknowledged with sincere appreciation.

C. J. T.

Historic

SALISBURY

MARYLAND

CHAPTER I

The Indians, Their Origin and Customs

CAPTAIN JOHN SMITH was again among a strange people. Plainly they were Indians, of the same race as the Powhatans he had encountered in Virginia, though in stature they were smaller; their dialects and customs were different.

In a barge manned by a skeleton crew the adventuresome leader of the colony at Jamestown set out in the early summer of 1608 for the dual purpose of exploring the country east of Chesapeake Bay and of finding a possible source of ready food supply for the half-starved colonists on the Virginia shores.

Concerning this eventful voyage the doughty captain wrote in the following terms:

> "We set saile for the maine; and fel with a faire river on the east called Kuskarawaocke. By it inhabit the people of Soraphanigh, Nause, Arsek, Nautaquake, that much extolled a great nation called Massawomekes.
>
> "On the east side of the bay, in the river Tockwhogh, and upon it live a people that can make 100 men, seated some seaven myles within the river; where they have a fort very well palisadied and mantelled

with barks of trees. Next them is Ozinies with 60 men. More to the south of that side of the bay, the river Rapahanock, neere unto which is the river Kuskaraock [later named by the settlers "Nanticoke";] upon which is seated a people with 200 men. After that is the river Wighcocomoco [Wicomico] and on it a people of 100 men. The people of these rivers are little of stature, of another language from the rest [referring to the Powhatans] and very rude."

Couched in such language we find the first authentic record of the early inhabitants of the region lying between the Chesapeake and the Atlantic, generally referred to as the Eastern Shore, or Del-Mar-Va peninsula.

Current histories offer us very meagre account of the Indian inhabitants first encountered by the early settlers in the region east of the bay. Archaeological disclosures do not point to any great age of human industry, or to human habitation of great antiquity for the race. We are dependent entirely upon establishing their origin by outside culture identity and affinities.

When the white man arrived to take up land on these shores, he found the water front dotted with villages of many tribes, each a family, or clan, unto itself. Though for security all were affiliated into a nation or confederacy.

In the region now incorporated into the counties of Queen Anne, Talbot, Caroline, Dorchester, Wicomico, Worcester, Somerset and Sussex the Nanticoke nation was seated, ruled by a dynasty of emperors or great chiefs. Nearly a score of tribes comprised this federation.

A strip passing across Kent County, Maryland, and

Kent County, Delaware, formed a neutral zone between the Nanticokes and their northern neighbors, the Susquehannock and the Delawares. To the south, occupying the eastern shore of Virginia, were the more or less friendly Accohannocks, whose language was that of the Powhatans.

On the river later called Wicomico we find only the Wighcocomoco, or Wicomicos tribe, while just south of them and to the north of the Manokin River were situated the Canai and Manciok. Six miles from the mouth of the present Nanticoke River resided the Nause and farther inland, on both sides of the river, were the villages of the powerful Kukaraocks. Between the south shores of the Choptank and the Nanticoke River tribes were the villages of the Alabenes and Hukanaps.

Present day descendants of the Nanticoke nation claim they had their earlier situations somewhere in the central regions of the United States, where they dwelt as members of a great tribal group who early in the fourteenth century became separated by warfare. Then began the great migration eastward to the Atlantic Ocean.

Upon the arrival of members of the race into the region of the Maryland-Delaware coastal plain, an adaptation to local condition developed a specialized form of culture among them. Though nature was generous here, she demanded of a primitive people a certain display of ingenuity.

Nanticoke tribesmen constructed for their abode long oval shaped houses, bending young saplings to form the framework, upon which were thatched oak bark and animal hides. Usually the structures were nine to ten feet to the top roof, where in the center a window admitted light and gave passage to the smoke, the fire

being made in the middle of the floor. Along one or two of the sides, timbers were erected in such manner as to form tiers of cots. These were made more comfortable by an abundant use of skins and furs.

The natives painted themselves in gaudy colors without limitation or fixed design. A warrior might paint his face in oil for a blue effect from the nose upward, and red downward; and again contrariwise in great variety, making for a more ghastly appearance. The man had no beard until he reached old age, but the young men were wont to emulate the elders by drawing lines in oil from each side of the mouth to the ears to represent beards, though never mindful of the color.

They wore their hair generally long, bringing it up in a knot to the left ear where it was fastened with a large string of wampampeg, or roanoke, or some other of the best jewel among them.

Customarily they wore deerskin thrown about them in a loose mantle, while under this about their middle, all women and men, at man's estate, assumed the perixomata (or round apron) of skins which kept them decently covered.

The manner in which they had to acquire the necessities of food and clothing gave them a sense of smell, taste and sight that at once won the admiration of all settlers. Their ordinary diet was pone and hominy, both made of corn—fish, fowl and venison, of which there was always an abundance, sometimes being added.

It was lawful for each warrior—and every able bodied young man was trained to warfare—to have more than one wife; but all kept the rigor of conjugal faith unto their husbands. The woman's aspect was modest and grave.

The Nanticoke tribesman impressed the colonist by his nobleness. He was quick to return a favor. Endowed with little emotion, he weighed all matters with calm and quiet reason. With stoic countenance he studied the greater problems in extended silence and the answer was generally yea or no, and not another word said.

Vanity, it seems, knows no racial barriers. It found expression in a custom prevalent among the Nanticokes. The mother believed that by exerting pressure upon the frontal and occipital regions of the infant's skull for the first three weeks of life she could enhance the beauty of his form. Here again is displayed the characteristics of the tribes that inhabited the regions adjacent to the Gulf of Mexico.

The absence of stone material on the Eastern Shore led the Nanticokes to carry on commerce with tribes on the western shore and in the foothills. The difficulty of bringing stone into this region to be worked into implements made the material of great value in much the same way as wood is regarded as a precious substance among the Arctic Eskimo. It was imported with great care and none of it was wasted.

This would account for the smallness of the stone implements, arrow heads, knives, axes and the like, which characterized Nanticoke industry. The tools are marked with a finished technique, a delicate form, and display of great experience in the choice of material. There was not only regard for utility but a wondrous appreciation of beauty and symmetry.

The same lack of stone made the Nanticokes expert in wood carving and moulding. Wherever hardwood could serve in industrial processes it was employed instead of stone.

In the interesting and complicated form of burial, the Nanticoke custom appears to have been acquired from the southeastern tribes. Only the bones of the deceased were buried, the flesh having been removed by professional priests who picked the skeletons carefully with their finger-nails and preserved the flesh separately from the bones. The skeletons were then kept in the family of the deceased as sacred heirlooms. When these became too abundant the families conveyed them to burial pits where they were deposited with others and covered with earth to form a mound. Many such ossuaries have been explored in the central part of the Eastern Shore.

As many as seventy burials have been found in these communal pits, many of which were covered with shell, placed with the concave side upward to prevent as far as possible the entrance of rain to the pits.

The Nanticoke were credited with concocting vegetable poisons. Occasional allusion is made to this knowledge in colonial literature. For this the nation became famous—and feared—among other confederacies.

Captain John Smith's narrative relates how Chief Powhatan had engaged an Indian to come to the Eastern Shore and procure poison with which to destroy his white enemy, the Virginia colony at Jamestown.

The formula has not been passed down to the Nanticoke descendants, though they preserve the knowledge of a good many medicinal plants, as well as of witchcraft and conjuring. Among them, however, there appears a deep rooted prejudice against certain weeds and herbs which may be the sign of former concern.

The Purnells, Gillises, Whites, Winders, Handys, Brewingtons, Taylors, Walkers, Turpins and others of the early settlers lived on friendly terms with the In-

dians. Only once was armed force used, resulting in permanent peace between the races.

In 1667 Governor Calvert ordered troops under Colonel Vincent Lowe to suppress restlessness among the Nanticoke tribes following the murder of one Captain Obdah and his servants. The slayer, Wanamon, a Wicomicos, was surrendered to the military by Chief Abaco. He was taken to St. Mary's City and by order of the Provincial Council was shot the next day.

After this upheaval an unique agreement was made between the Lord Proprietary and Vinnacokassimon, emperor of the Nanticoke confederacy. It read:

> "It is agreed upon, that, from this day forward there will be an inviolable amity between the Right Honorable, the Lord Proprietary of this Province and the Emperor of the Nanticokes, upon the articles hereafter to be agreed upon to the world's end to endure, and that all former acts of hostility and damages whatsoever by either part sustained be buried in perpetual oblivion."

This brought confidence to the planters and enabled them to advance farther into the interior without fear of molestation.

The national life of the Nanticoke broke up in 1748. The northward movement of the many tribes forms a dramatic chapter in the history of this region.

Suffering from encroachment of white settlers and harassed by the more warlike Susquehannock, Delaware and Iroquois nations, the Nanticoke began to draw away from their old lands and their Christian neighbors. After all, a safer haven awaited them among their for-

mer Iroquoian enemies, for the political idealism of the Iroquois League, harsh though the methods may have been, showed forth in the policy of adopting subjugated peoples and giving them complete freedom besides inviting them to reside in their midst.

The main body of Nanticoke gradually made their way up the Susquehanna, stopping at the present sites of Harrisburg, Shamokin, Catawissa and Wyoming. By 1765 they had worked their way up across the New York State line and were settled respectively at Owiego, Chugnut and Chenango. They had now come completely under dominance of the Six Nations and were recognized as one of the "props" of the famous league of the Iroquois.

In far off Ontario they reside today with the nation which adopted them. They have become almost completely denationalized by the Iroquois and not one can speak the original Nanticoke language. The tongues they speak are Iroquois and English.

About two hundred descendants of the once proud Eastern Shore nation reside at the village near Brantford, Ontario, and are yet tenacious of the Nanticoke name. They have retained but few of their old customs, although they hold a keen interest in the country of their extraction. In Canada the tribe is governed by its own officers. The head man bears the name of "Emperor," which carries with it the old custom of naming chieftains as practiced for so many generations.

Another branch of the Nanticoke took advantage of the government's offer and located near their stamping grounds of yore, on the banks of the Indian River in Sussex County, Delaware. There a handful of a once proud nation resides within their own reservation, though

intermarriage with the former Delaware tribes and removals have been numerous. They, too, are incorporated to retain their original identity and are presided over by a chief.

Early in the last century the remnants were further reduced by the migration of several families from Indian River to the west for the purpose of joining some tribes across the Alleghanies. Those remaining have their own church and school. Annually, at Thanksgiving, they revive the tribal dances and festive ceremonies of their forebears. To this pow wow they invite chiefs and princesses of their ancestral neighbors.

CHAPTER II

Colonizing the New Land

IT HAS often been said a purer strain of Anglo-Saxon blood courses through the veins of the Eastern Shore native than can be found among the inhabitants of any other area in America.

Particularly is this true of the lower counties of the Eastern Shore of Maryland. One may obtain from the list of early land grants a fair index to the family names most frequently found in Wicomico County today. They came from England, Ireland, Scotland, Wales and France in the latter part of the seventeenth and the early part of the eighteenth century. Others came here from the many colonies being established along the Atlantic seaboard, and stamped their family name upon the permanent record of this section.

A few of these settlers, selected at random, afford graphic illustrations.

The name Toadvine, or Toadvin, was planted in this section by Nicholas Toadvine, who obtained grants of 250 acres just south of the present site of Salisbury. The first grant of 150 acres was made on March 2, 1681, at the head of Wicomico River. On May 14, 1698, another grant of 100 acres was obtained "back from the south side of the Wokiawakin [Wicomico]

river." He was, however, a resident of this section some years previously, for among the land records of Somerset county is this entry: "Nicholas Toadvine and Sarah Lowry married by Mr. William Brereton [Brewington] one of his Lordship's justices of ye County of Somersett ye fifteenth day of November Annoy Domj one thousand six hundred and seventy-five." He died 1713.

Many of the Wrights in Wicomico can trace their family history to Edward Wright, who came from England in 1660 to settle on a grant extending from Barren Creek to a point east of the Nanticoke River near Riverton. His land holdings later totaled 2,000 acres.

He married Catherine Covington, the daughter of a planter in that neighborhood. She died in 1681, preceding her husband by a few years. They were survived by three children, Jacob, Solomon and Esther. Only the descendants of Jacob, who inherited his father's lands, can be traced. Portions of the original tracts yet remain in possession of the sixth and seventh generations. On this land may be seen evidences of the site of an Indian village and ossuary.

Jacob Wright married Elizabeth Bailey. Joseph, one of their seven children, joined the pioneer movement westward and from him descended Orville and Wilbur Wright, the first to successfully fly an airplane.

Other Wrights may trace their lineage from Bloyce Wright, who arrived from England in 1666 and acquired land on Monie Creek.

William and James Wright, believed to have been brothers of Edward, previously mentioned, came over with William Penn's colonists in 1682, later settling in Dorchester County. Hundreds of their descendants now reside in Wicomico, Dorchester and Sussex counties. Still

another, Richard Wright, came over on the ship that brought Francis Makemie, the founder of the first Presbyterian churches in America.

One of the many branches of Whites in Wicomico may claim as their ancestor Abner White, who came aboard the vessel laden with bricks sent from England for the construction of Green Hill Church in 1733, for which he was the architect. He purchased the Dashiell farm and resided there until his death, leaving thirteen sons. Among his descendants were William Pinkney White, one time governor of Maryland, and the late Capt. Thomas W. H. White, a notable figure in Wicomico for many years before he died after passing his ninetieth milestone. Other Whites moved here from Virginia that they might freely exercise their Quaker doctrines.

The Tilghman family originated in America with Christopher Tillman who went from England to settle in Virginia in 1638. Gideon, the first of three sons, was born about 1640 in Accomac County, Virginia, and died in Somerset May 9, 1720. He married Margaret Manen, February 16, 1681. To them eight children were born, Gideon, Solomon, Elinor, John, Stephen, Moses, Elizabeth and Joseph.

There have been many generations of Humphreys in which there was a Thomas, named for the progenitor of one branch of the family in this county. Thomas Humphreys, in 1675, came here with his fourteen-year-old bride, the daughter of John and Jane King, of Northampton County, Virginia, and settled on a 300 acre tract called "Keene's Lott on the 'Wucomac'" River, purchased from William Keene for 6,000 pounds of tobacco.

A year later he bought from Thomas Gillis 200 acres of land called "Doe Bottom." In 1680 he is shown as

BEAUTIFUL TONY TANK LAKE IN WINTER

the purchaser of 50 acres from Col. William Stevens, a part of the tract called Green Hill, on the north side of Rockawalkin (Wicomico) River. He died in 1724, leaving a son, Thomas, and five daughters, Mary, Sarah, Joane, Hannah and Margery.

Samuel Jackson, progenitor of the family of that name, settled in July, 1668, on a 200 acre grant called Long Hill, on the south side of Nanticoke River, in a creek called Wotapquen. Subsequently he purchased several other parcels of farm land in the vicinity of Quantico and along the Wicomico and Nanticoke rivers.

To Samuel and Ann Jackson were born three sons, Jonathan, Samuel and Daniel, and a daughter, Mary. Governor Elihu E. Jackson and Congressman William H. Jackson were of the ninth, and United States Senator William P. Jackson, of the tenth generation.

Although not among the early settlers, Richard Ryder established in the county a family name destined to become conspicuous in the county's history. He was the son of an immigrant who had settled in St. Mary's County in 1662. The younger Ryder purchased, in 1711, two hundred acres from Edward Wright, called Barren Quarters, lying on Barren Creek. He died in 1734, leaving a large estate.

Heathly Ryder, the eldest son, was bequeathed 200 acres called Midfield and the younger son, Wilson Ryder, 200 acres called Venture lying on Quantico Creek. In the latter's home at Quantico the first Methodist Episcopal congregation was formed. Bishop Asbury was a guest upon occasions and often preached there during his visits to this section. Wilson died in 1784 at the age of 74.

Thirty-two years after the Ark and the Dove touched Maryland soil, Somerset County was "erected." Named for Mary Somerset, sister of Lord Baltimore, by proclamation on August 22, 1666, the county comprised all that area south of Nanticoke River to the Virginia line, from which has since been carved the counties of Worcester, Wicomico, and lower Sussex.

To govern Somerset a body of eight commissioners, or justices, was appointed. The first appointees were Col. William Stevens, Stephen Horsey, Captain William Thorne, George Johnson, John White, John Winder, James Jones and Henry Boston. Capt. Thorne was also commissioned to command all armed forces and Stephen Horsey was appointed sheriff.

It may be indicative of the county's population in 1666 that Somerset was divided into eight Hundreds, or political divisions. The term Hundred was originally intended to designate a division in which resided ten families, the theory being that each of the ten households consisted of ten persons, including indentured servants and apprentices. If this was the intent of the Provincial Assembly the entire county had only 800 inhabitants.

The Hundreds thus created were given the names of Nanticoke, Wiccocomoco, Manokin, Annamessix, Pocomoke, Monie, Mattapony and Poquede Norton. In what is now Wicomico County, the population then was only about 200 souls, situated mostly along the Nanticoke and Wicomico rivers.

Two industries dominated—farming and shipping. The exporting of tobacco, fur, and hides, and the importation of necessities for the colonists grew during the next century in proportion to the increase in population.

Preserved in the court records at Princess Anne is this notice:

> "The vessel Levin and Leah now riding at anchor in Wecomoco river will take tobacco on board at the rate of nine pounds per ton consigned to Neill Buchanan, Esq., merchant in London, England."

Much of the region was covered with forests. Here and there a clearing denoted an Indian village near which were always to be found patches of crudely cultivated grain. It was but natural that in this new and undeveloped land, the white man first settled along the rivers, prompted by the two-fold desire of self-preservation against Indian attacks and for convenience of travel. Only when all the available water front lands were taken up did the pioneer press back into the hinterland, making passable roads of the ancient Indian trails.

For the first few years after the formation of Somerset, court hearings were held at the home of the justice in whose Hundred the litigation originated. The first court house was built in 1671 at Back Creek on a part of the old "Westover" plantation, south of Princess Anne. In 1694 a court house was erected on Dividing Creek on the east banks of the Pocomoke. It was the location of the seat of county government there that eventually led to the formation of Worcester out of the seaside half of Somerset in 1745.

One who delves into the earliest court and land records are frequently confused and misled by the varied spelling of names. This is due in part to the desire of the recorder to interpret into words the guttural language

of the Indian. Then, too, there were no written records that could be followed, causing confusion not only in spelling names but in designating specific locations.

The proclamation creating the boundaries of Somerset gives three names by which the Pocomoke River was known—Whighco, Pocomoke and Weccomoco. The Indians first called Wicomico River Rokaiwarkin, which is spelled variously in the earlier deeds for property located along that waterway. Rockawalkin has developed from that name.

The word Wicomico may be found in land records spelled Wicocomico, Wycomoco, Wiccomoco, and in many other styles.

It has been said, and at times accepted with semi-official sanction, that Wicomico is a corruption of the Indian word Wicko-Mekee, "a place where houses are built." A diligent search of original records fails to show the belief is founded upon other than local tradition, for nowhere in official documents does Wicko-Mekee appear.

A fleeting view of colonization period is afforded us in the many letters of Rev. Alexander Adams, rector of Stepney Parish. In a communication to the Lord Bishop of London, July 2, 1711, he asked to be relieved of arduous labors for the church in Somerset County and become chaplain for a man-of-war until such time as he could have replenished his personal financial resources.

"Tobacco, our money, is worth nothing and not one shirt to be had for tobacco this year in all our county," he wrote. "Poor ten shillings is all the money I have received by my ministry and perquisites since October last."

The Society for Propagation of the Gospel sent 100 pounds sterling in 1713 and an equal sum in 1715 to the

minister who was then the only Church of England clergyman in all of Somerset. So he stayed on.

In reply to a query from the bishop concerning conditions in the county in 1724, Rev. Adams related some of the negro slaves had been baptized after instruction in the church catechism and they attended public worship, but the language of the Indian was not understood. During the summer, he stated, hundreds of parishioners attended services upon the Lord's Day and Holy Days, but in winter the congregations were small as "the roads are very deep and the season very cold."

CHAPTER III

The Founding of Salisbury Town

IT WAS in such colonial atmosphere as described in preceding chapters that Salisbury Town was "erected" by act of the Provincial Assembly on August 8, 1732.

Col. Isaac Handy, the progenitor of the Somerset family of that name had settled on Wicomico River, about three miles from the present site of Salisbury, in 1665. His was the first business established where Salisbury today stands.

At the head of navigation he set up an important shipping business to serve the planters and other settlers of the vicinity, and for nearly six decades the site at what is now the Main Street Bridge was known as Handy's Landing.

How the Provincial government took over private property for public use in the establishment of towns is clearly illustrated in the act erecting Salisbury:

> "An Act for the erecting a Town at the Head of Wiccomoco River, in Somerset County, for laying into Lots fifteen acres of Land in the Fork thereof, and at the Landing commonly called Handy's or Carr's Landing.
>
> "By this Act, (1) Commissioners impowered to

purchase, etc. Fifteen Acres, Part of a Tract of Land at the Head of Wiccomoco River, in a Fork thereof, now in Possession of William Winder, a Minor, commonly known by the Name of Pemberton's Good Will, lying most convenient to the Water, and to cause the same to be surveyed and laid out into 20 lots, allowing sufficient space for streets, etc., with Posts towards every street, etc., and the Lots for better Distinction, to be numbered from One to Twenty. (2) The Owner to have his choice for two Lots, after which the remaining lots to be taken up by Others; No person to take up more than one lot during Four months after laying out the Town, and the Lots to be taken up by Inhabitants of the County; but if all the Lots be not taken up by Such Inhabitants in Six Months, then any other Persons to be at Liberty to take up the same, paying the Owner proportionately for the same; And such proportionate payment shall give the Purchaser of such Lots, their Heirs and Assigns, an absolute Estate of Fee-simple therein, they complying with the Requisites of this Act mentioned. (3) The Surveyor to return a Plat of the Town to the County-Clerk to be by him kept among the County Records. (4) Takers-up of Lots refusing or neglecting to build thereon within 18 months, an House to cover 400 Square Feet; Such Lots, so not built upon, may be taken up by any other Person paying the sums first set on Such Lot to the Commissioners, or Person by them appointed to receive the Same, for the Public Benefit of the Town. And such House, as in this Act is before limited and appointed, being built within 18 Months by such second Taker-up, shall give him, his Heirs, etc., as good an Estate therein, as is by this

Act settled upon the first Taker-up and Builder. (5) Lots not taken up during Seven Years next after publication of this Act, shall revert to the first Owners of the Land. (6) The Town to be called Salisbury-Town. (7) The Commissioners to employ a sufficient Clerk; who, upon oath, shall enter all their Proceedings; which entries, made up in a well bound book, shall be lodged with the Clerk of Somerset County Court, for the inspection of any Person. (8) A saving of Rights to the Queen, the Lord Proprietor, all Bodies Politic and Corporate, and all others not mentioned in this Act. (9) Possessors of Lots to pay One Penny Current Money per Annum to his Lordship and his Heirs forever. (10) The aforesaid William Winder to have liberty to build, etc. upon the two Lots chosen for him, so as the same be finished within 18 months after his arrival at full age, etc."

The original plat of Salisbury-Town, if ever any was filed by the surveyor or commissioners, have never been located despite extended and diligent search at the Land Office in Annapolis and the Court House at Princess Anne. Therefore the only record that would show who took up the lots appears to have been completely lost.

It is known, however, the fifteen acre site of the town was bounded on the west and south by the branches of the river, on the east by what is now Division Street and on the north by a line near the present course of Isabella Street.

The identity of two of the three commissioners has also been lost. Recently it has been established that the third commissioner was Thomas Gillis, who has descendents residing in Salisbury today.

That the town was named for Salisbury, Wiltshire, England, there can be no doubt. Many of the large land owners of the section at that time had emigrated from the vicinity of the ancient English city, some for religious reasons that they might have absolute freedom of worship, others to enlarge their fortunes in this new land.

The names they applied to early land grants in this immediate area show an intense desire to perpetuate in this country names familiar in their native land.

John Rhodeson, who acquired 200 acres on the river April 3, 1667, gave it the name "Salisbury." John Glass received a grant of 500 acres on June 13, 1675, and called it "Wiltshire."

Among other land patents near the head of Wicomico River we find such familiar names as these: "Warwick," 400 acres to Roland Bevan, June 20, 1679; "Denwood Den's," 300 acres, to Levin Denwood, December 16, 1681; "Spring Hill," 1000 acres, to Frances Jenkins, March 3, 1680; "Fairfield," 800 acres, to Thomas Purnell, November 21, 1676; "Brereton's Chance," 300 acres, to William Brewington, November 10, 1675; "Kikotan Choice," 300 acres, to John Winder, April 2, 1664; "Brickle Hoe," 300 acres, to John White, August 23, 1679; "Chuchatuck," 1000 acres, to Rott Pitts, October 28, 1665.

"Pemberton's Good Will," a portion of which was taken for the erection of Salisbury, contained 700 acres, and was surveyed September 3, 1682, for John Winder and described as being "at fork in ye head of Rokiawakin."

Some portions of the original grant had been sold prior to 1732. Upon the death of John Winder, the remainder of Pemberton's Good Will passed to his son

William Winder, who was not of age and was residing in Virginia when part of the property was used for founding of the town. As late as 1772 he still was possessor of some of the original tract for in that year he transferred 13,771 square feet to William and Isaac Horsey.

If all of the lots were taken up after being laid out, many of the owners did not comply with the stipulation that they be improved by buildings. In fact, more than a century later, some of the lots remained unoccupied.

Therefore, much of the original site of Salisbury reverted to William Winder.

CHAPTER IV

Establishing Early Churches

In this new land where the exercise of one's religious beliefs was uncurbed, the various faiths early obtained a foothold. Before any edifices were erected services for the household were held on the plantations. Occasionally, the family was joined in worship by neighbors whose Christian beliefs were similar.

After colonial churches had been erected it is written the rivers were "white with sail" on Sunday mornings because the devout used the vessel as the best means of travel to the seat of worship.

A large number of Eastern Shore settlers migrated from other colonies for nowhere was the freedom of worship so pronounced as in the Maryland Palatinate. Notable among such groups were Quakers who, however, settled farther up the shore, in Caroline and Talbot counties. The little Friend's meeting house near Easton is the oldest wooden structure in America.

What a contrast is offered us in the struggle to establish the then popularly accepted denominations. In Salisbury today may be found these firmly entrenched

faiths: Methodist Episcopal, Methodist Protestant, Methodist Episcopal, South; Presbyterian, Protestant Episcopal, Baptist (two denominations), Lutheran, Hebrew, Church of God, Catholic, Seventh Day Adventists and the Salvation Army.

Tracing the history of the earliest of these, we find followers of the Church of England and Calvinists, or Presbyterians, the first to establish churches.

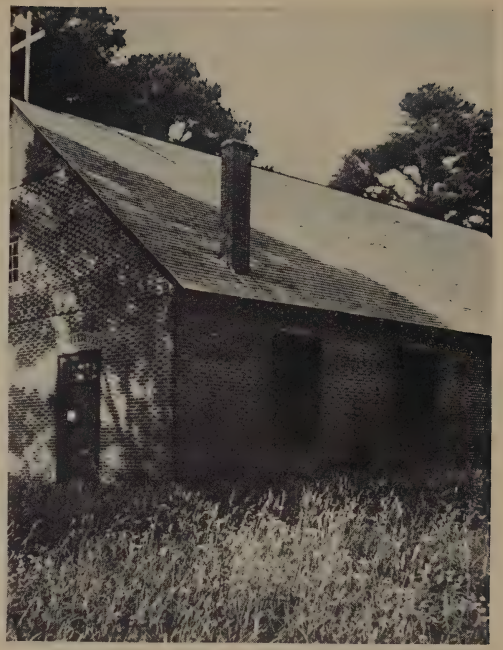
At Rehoboth, twenty-two miles south of Salisbury, as the crow flies, the first Presbyterian Church in America —and the first of any denomination in the county—was established in 1683.

That which is known of the denomination for the first sixty-seven years has been given us through research by Dr. L. P. Bowen, of Berlin, author of "Days of Makemie." Until then the founder of Presbytery had become somewhat a myth.

Col. William Stevens, one of the first commissioners and justices of Somerset, wrote to the Presbytery of Leggan, Ireland, in 1680, asking for a minister of the faith to serve the settlements. It is believed the colonel, who at one time owned 22,000 acres of land extending from the Pocomoke to the Wicomico, had previously held services at his Rehoboth manor.

Young Francis Makemie, then 22 years old and a student of Divinity on the floor of the Presbytery, heard Col. Stevens' plea read and responded in person three years later. During his first year Makemie organized Presbyterian congregations at Rehoboth, Pitts Creek, Snow Hill, Buckingham, Monokin, Wicomico and Rockawalkin.

ST. PETER'S CHURCH BURNED IN THE FIRE OF 1886



GREEN HILL PROTESTANT EPISCOPAL CHURCH BUILT 1733

The next year, 1684, Makemie went to Norfolk, remaining six years, though he kept in touch with the progress of the organizations in Somerset to which he later returned.

Concerning the Rockawalkin church on the Anderson plantation at Upper Ferry and the Wicomico church in Salisbury, the records are somewhat indefinite for the first few years after they were founded. In 1776 the former church was moved to Rockawalkin Creek.

The Wicomico church appears to have been a branch or outpost of the Rockawalkin church. The same session served each church though at times they were served by different pastors.

In 1750 Wicomico and Broad Creek, Del., called the Rev. Hugh Henry. At other times Wicomico and Manokin co-operated in calling the same pastor. In 1830 the first communion ever held in Salisbury was recorded at Wicomico church.

As time passed the center of population shifted and Rockawalkin church was subordinated to Wicomico. The land on which the former had been built was acquired May 18, 1767, by deed from Thomas Stanford and wife and John Reed to Isaac Handy, William Venables and John Henry. The site contained three and a half acres which were purchased for five shillings.

For fifty-four years Rockawalkin served its congregation but having become dilapidated it was merged in 1830 with Wicomico. In 1918 the Ushers Association of Wicomico, desiring to perpetuate the name of the famous old church at Rockawalkin, used bricks from the

structure to erect a memorial upon which a tablet was placed with this inscription:

ROCK-A-WALKIN
PRESBYTERIAN CHURCH
ORGANIZED BY
FRANCIS MAKEMIE
1684
BUILT AT THE UPPER FERRY
REBUILT AT THIS PLACE
MAY 18, 1767
MERGED INTO WICOMICO
CHURCH ABOUT 1830

The church at Rehoboth, to which Presbyterians from all parts of the nation conduct an annual pilgrimage, was built in 1706. The following year Makemie retired to his home at Holden's Creek, in Accomac County, Virginia, where he died in July, 1708.

About the time followers of the Presbyterian faith began sponsoring a movement for the permanent establishment of a church, the Rev. John Hewitt started agitation to perpetuate the Church of England in this section of the Province.

In 1682 Rev. Hewitt was ordained by the Bishop of London to preach in Somerset County and records show he performed a marriage ceremony in October of the same year. Until his death in 1698 he was the only Church of England minister in Somerset and Dorchester counties.

The Protestant Episcopal, or Church of England, denomination was established in the Province by act of

the Assembly June 9, 1692, "for the service of Almighty God and the establishment of the Protestant Religion in the Province." It provided that "the Church of England should have and enjoy all her rights wholly inviolable as now is or hereafter shall be established by law." That also the Great Charter of England should be observed in all respects.

A heavy fine was imposed for breaking of the Sabbath. The county justices were instructed to meet at their respective court houses, giving notice to the principal freeholders to attend, sometime before September 1; then with the advice of those attending, lay out their several counties into parishes. The freeholders of each parish were then to appoint six vestrymen, who with the first money available were to erect a church in each parish.

A levy of forty pounds of tobacco was imposed upon each taxable inhabitant to meet the expense of building churches and chapels and to support the minister. The sheriff was allowed five per cent of the levy for making the collections. The vestry was empowered to accept gifts, prosecute claims and to supply vacancies.

The four prominent freeholders called to attend the meeting with the justices at the court house on Back Creek were Daniel Hast, William Elgate, William Alexander and Mathew Wallis from Wicomico Hundred; Robert Collier, James Weatherly, John Bounds and Capt. William Piper from Nanticoke Hundred.

It was decided at this meeting, November 22, 1692, to combine Wicomico and Nanticoke Hundreds into a parish called Stepney; Manokin and Monie Hundreds, Somerset; Pocomoke and Annamessex Hundreds, Coventry; Bugaboo Norton and Mattapony Hundreds, Snow Hill. Freeholders of Stepney Parish met at the

home of Rev. Hewitt to select the vestry. Here it was decided to found the mother church of the parish at Green Hill.

A plat of "Greene Hill Towne and Pourtt" made in 1707 places the church lot in the northeast corner of the town on "Heasts Creek."

Although references have been found to the existence of a church and a chapel of ease as early as 1711, it has not been definitely established whether the chapel was on the river or at Spring Hill. In 1724, however, there were Goddard's Chapel on the river and Spring Hill Chapel, which served followers of the faith who found it inconvenient to make the longer journey to Green Hill.

Rev. Mr. Hewitt was first to serve the parish. Lacking other methods of compensating him for his services, the parishioners gave him of the substance then most plentiful—land. A tract of 400 acres, called "Convenience" situated on the south side of the river was transferred to his possession in November, 1685. Likewise, in 1688 and 1689 he received warrants for "Pole Hambleton," near the head of Rockawalkin (Wicomico) River and "Little Britain" on the Nanticoke and an island therein called "Convenience," in all 2,000 acres.

Although he went from the county as a delegate to the Provincial Assembly in May, 1692, he was denied a seat. By an ancient legislative rule, existing to this day, an ordained minister is ineligible to membership in the legislative branches of the government.

Rev. George Trotter was the second rector, serving both Somerset and Stepney parishes until he was sent to All Faith's Parish, St. Marys County, in 1703.

The next rector was Rev. Alexander Adams, whose 65 year tenure covered the most remarkable period in the

early existence of the parish. He died September 14, 1769, aged 90 years.

The present Green Hill church was completed in 1733, about four hundred feet from the site of the original church. The lot was deeded to the county by Neal McClester on April 19, 1731.

In 1768 the Provincial Assembly was petitioned to rebuild the two dilapidated chapels and remove Goddard's Chapel to a more convenient location. The same year legislation was enacted permitting the vestry to "purchase two acres of land on the south side of Wicomico River and above the branch whereon the mill of William Venables is built," and there to rebuild Goddard's Chapel. This is the present site of St. Peter's Protestant Episcopal Church at the corner of St. Peter's and West Church streets.

The chapel was named for George Goddard who on June 1, 1685, settled on a tract of land on the south side of the river near the present site of Salisbury.

Two acres of land were also purchased at Spring Hill and a new chapel erected a short distance from the former building.

One hundred thousand pounds of tobacco were levied and collected in 1768–69 to build the Salisbury church and 60,000 pounds in 1770–71 for the new Spring Hill church. William Adams, son of the rector, contracted to construct the former for 600 pounds sterling. Spring Hill church, which stands in good repair today, was erected by John Hobbs for 509 pounds. In 1774 the Assembly passed a levy of 32,528 pounds of tobacco to complete and furnish the chapels. In the last decade of the eighteenth century a chapel also was built at Tyaskin.

In 1803 the General Assembly authorized the vestry

to divide the church property in Salisbury and sell as many lots as were not needed, using the proceeds to repair the parish churches. The names of the purchasers and the amounts paid are shown in the church records.

From 1803 to 1829 Rev. William Murray Stone, a native of the parish, was the rector and at the Diocesan Convention of 1830 he was unanimously elected bishop of the Diocese of Maryland, serving until his death, February 26, 1838. His grave is in Parsons Cemetery.

The Green Hill church was virtually abandoned from the beginning of the Civil War until 1887, when it was restored and given the name St. Bartholomew's.

Goddard's Chapel was destroyed by the fire which swept through that part of Salisbury in 1860, and after being re-built was again burned in 1886. It was then the present church was erected and called St. Peter's.

Methodism was the third religious faith to obtain a foothold in Salisbury. Having its inception during the troublous period of the Revolution, it soon acquired a large following.

Those were days when new thoughts or social movements aroused the suspicions of either the Tories or the Revolutionists, the one suspecting the other of fostering new enemy propaganda. This no doubt explained the efforts to molest the first Methodist gatherings and the attempts to arrest the preacher.

The first Methodist sermon was preached in Salisbury by Rev. Freeborn Garrettson on Wednesday, November 11, 1778. The minister had been invited here by Mrs. Noah Nelms, the wife of a local merchant, who had heard him preach at Broad Creek, Del.

Of this first visit and sermon, Rev. Garrettson afterwards wrote:

"On Wednesday, November 11, 1778, greatly refreshed and strengthened, I set out on my way to Somerest County, Maryland, and found my young disciples growing in grace, as well as increasing in numbers. On my way around, having an invitation from Mrs. Nelms, I preached in Salisbury where the Lord began a blessed work; but enemies were raised up against me, who sent the sheriff with a writ to take me to jail. After he served it on me, he told me I must be confined. I told him that I was a servant of the Lord Jesus Christ, and that if he laid a hand on me, it would be like touching the apple of his eye. He was afraid to injure me; and friends and enemies followed me to the next meeting place."

The following year Rev. Garrettson again preached here, but found suspicion still rife. A group "composed of what were called the best people of the county" sent one of their number to spy upon the meeting and report to them "what the traveling preacher had spoken." It was said the spy was so touched by the eloquence of the minister that he wept freely. He returned to his company and, describing the sincerity of the clergyman's words, informed his colleagues if any of them harmed the minister he would seek their arrest. After this, little opposition appeared toward the followers of the faith.

Rev. Garrettson also preached at Quantico, where a little log church was built in 1784 as a place where Methodists from the countryside might worship. Bishop Asbury was one of those who preached there.

The minister's sermon in Salisbury was followed by the formation of a Methodist society, but the followers for several years worshiped at the home of George

Parker at the present site of Leonard's mill on the Delmar road. When weather and seasons permitted the services were in the Parker barn, at other times in the home. The remnants of this old barn were torn down a few years ago.

The Methodist Society later purchased property from Noah Nelms, on Dividing (now Division) Street for $50 to be paid in instalments.

In one corner of this lot, the society commenced the construction of a Methodist Episcopal church in 1801. It was a little red edifice, commonly spoken of as the "Old Red Meeting House." The first trustees were George Parker, William James and William Brewington. Although the building was completed the following year, it was not until 1818 that the interior was plastered and a stove installed.

In 1806 the society was incorporated under the laws of Maryland as "Methodist Episcopal Ebenezer Chapel in the Vicinity of Salisbury." The certificate names as trustees George Parker, Jesse Townsend, John Rider, William Patrick, Isaac Denson, William Brewington, Joseph Leonard, Jr., James Parker and George Brewington. Townsend, who died in 1810, was the first to be buried in the churchyard. In his personal journal Bishop Asbury recorded a visit to the church in April, 1805, and another in April, 1810. It was in his honor that the name was changed in 1872 to Asbury Methodist Episcopal Church.

The red meeting house was occupied until 1856, when it was replaced by another frame building, erected under the supervision of Rev. J. Hough and, like its predecessor, it occupied the site of the present stone edifice. The new structure cost $3,500 and was dedicated in

1857 by Rev. R. L. Dashiell and Rev. H. B. Ridgeway. It was painted white, with green shutters.

Pews were arranged on either side of a central aisle and a balcony lined the right and left walls.

By 1886 the building had become inadequate to accommodate the increasing congregation and the present stone edifice was constructed at a cost of about $27,000. The building committee was composed of W. H. Jackson, T. H. Williams, James T. Truitt and James E. Ellegood.

Still the church grew and in 1928 a structure was added to house the Sunday School departments and social hall. The architectural design of the church and the stone materials used faithfully carries out the original conception. The annex cost several times the amount spent in erecting the church nearly a half century before.

Bethesda Methodist Protestant Church was founded about 1845 in a part of a dwelling at 228 Camden Avenue. The deed for the property was dated on July 12th of that year.

At the beginning the church was one of nine served by two pastors and was a part of Union Circuit. Though its beginning was inauspicious and its future for a time possibly uncertain, it was the host church in 1856 to the Maryland Annual Conference.

The Salisbury church separated from Union Circuit in 1865 and was placed in a charge with Union and Parkers, the three being served by one pastor from Salisbury.

Feeling the need for larger quarters, Rev. J. L. Mills started a movement for a new church in another part of the city. A lot on Broad Street was bought and the build-

ing erected upon it was dedicated February 18, 1872. At that time the new church was regarded as the most handsome place of religious work in the town.

It was destined to encounter many vicissitudes and lacked the strength that promised permanence. Under the pastorate of Rev. L. F. Warner in 1899 it became a station and in the same year the Sunday School was added.

The structure was rebuilt, again of frame material, in 1902 and seven years later a parsonage was purchased on N. Division Street as the official residence of the pastor. Until a brick front was added a few months ago, the exterior remained unchanged after it was sold and converted into a professional building.

Leading members of the congregation had long sought to construct a new edifice of a more modern style and its need was felt by the increasing membership.

On June 6, 1921, a drive for funds was launched which resulted in raising $100,000 from among the congregation at a single meeting. A site was purchased at North Division and William streets, construction of the church was started November 1, and the building occupied March 19, 1923.

The new Bethesda church is the most modern in every detail of design and construction. It represents a value in excess of $200,000.

Baptist sentiments appeared among a portion of the inhabitants prior to the Revolutionary War and though today the numerical strength of the denomination is not as great as some of the others, none are more devout than the Baptist memberships.

Eventually the original Baptist church separated into

two factions now known as the Old School, or primitive, and the New Light congregations.

A continuous record of the proceedings of the Baptist church from 1799 is held in possession of the clerk to the Board of Trustees of the Old School Baptist church here. Previous to that date no minutes were written or they have been lost.

As an introductory to the register of the meeting October 19, 1799, we find these interesting historical facts:

"Baptist sentiments were first propagated in this region by the pious and labourious Elijah Baker, as related in his biography. Soon after he began to preach in these parts, he was joined by Philip Hughes, whose ministry was crowned with much success.

"These two ministers laboured on the Eastern Shore, bouth in Maryland and Virginia, rather as evangelical itinerates than as stationed pastors and often visited the churches they had planted as fathers do their children. A number of ministers and exhorters were raised up in the churches they had established, who were instrumental in forwarding the work they had begun.

"Mr. E. Baker, it appears, first visited these parts in 1776; and in 1782 a sufficient number of churches having been organized they met at Salisbury, and formed themselves into an association, which from that circumstance it received its name."

The register shows that in 1799 and for several years thereafter the Salisbury church was attended by Daniel

Handcock and John Benston "alternately one in two weeks."

Some of the earliest recorded meetings were held at the home of Dr. Richard Lemmon and for a century "Lemmon Hill" was a hallowed place for devout Baptists.

On the lawn of the place stood, until the fire of 1886, a great white oak, measuring 10 feet in diameter, known as "Baptist Tree." Here, it is said, Elijah Baker preached the first Baptist sermon on the Eastern Shore. To this tree Baptists of the Eastern Shore customarily conducted an annual pilgrimage.

From the minutes of the official sessions one gathers the law of the church was vigorously enforced. Drunkenness on the part of any of its members brought the censure of the church or public excommunication. Similar action was taken in cases of personal conduct conflicting with the teachings of the faith and for failure to attend sessions with some degree of regularity.

In 1802 the number of members in fellowship was 74. The congregation continued at about that size until 1837 when the register shows extensive withdrawals. Members in full fellowship in 1799 had been given as 45.

The Salisbury Association appears to have included all the Baptist churches on the Eastern Shore. Churches in this section included Bonwells' Mills Church, Dorchester County; Gravelly Branch Church (or Bethel), Sussex County; Indian Town, Worcester County; Nassawango, Worcester County; Broad Creek, Sussex County; Jones Mills, Dorchester County; Fishing Creek, Dorchester County; Little Creek, Sussex County; Fishing Creek, Dorchester County; Nassiongo, Worcester County; Pitts

Creek, Worcester County; Fouling Creek, Caroline County.

The Salisbury church, or meeting house, was just across the line in Worcester. In 1803 we find the first board of trustees were Robert Lemmon, John Bowns, George James, William Hastings, John Maddux, John Flemming and John Umstead.

The present church edifice of the Old School Baptist was completed October 20, 1913, two days before the association held its annual meeting there. The association was incorporated in November, 1918.

A division in the denomination led to the establishment on September 29, 1859, of the New Light Baptist Church, now Allen Memorial on Division Street. Its membership consisted of 12 loyal and devout Baptists, who purchased a lot from the Wicomico Presbyterian Church for $1,100 and erected a meeting house on the site.

In the original church, which was one of the few structures to survive both Salisbury fires, the congregation worshiped until 1899, when under the pastorate of Rev. Frank Clark a new building was erected. Twice additions have been made until the edifice assumed its present form.

CHAPTER V

Salisbury in the Revolution

THE growing sentiment in the Colonies for independence from British rule was felt early in Salisbury. Incidents occurring in Boston, New York, Philadelphia and Annapolis were brought here by the drivers and passengers of the stage coaches and through other slow channels.

A large majority of the townspeople favored the move for independence. The most outspoken patriots formed themselves into a body known as the Association of Freemen and endorsed a Declaration for Freedom which by several months antedated the eventual Declaration of Independence.

The Worcester and Somerset signers of this document were:

Benton Harris, Joseph Mitchell, T. S. Bishop, Robert Done, H. G. Johnson, Joseph Dashiell, Samuel Handy, Peter Chaille, William Morris, John Done, Joseph, Mitchell, John Purnell Robins, N. Holland, ———— Handy, ———— Purnell, ———— Purnell (first names are illegible), John Selby, Zodak Purnell, John Postly, John Bowie, Thomas Purnell, William Wise, William Morrill, William Selby, Jr., John Neille, I. Spence Townsend, N. Marvin, Major Tongood, Levin

Handy, Peter White, Levin Blake, John Warren, Peter Hall, James Davis, Samuel Somers, James Jackson, George Downes, Mitchell Downes, John ————, Daniel Farsett, Samuel Wise, John C. Handy, James Quinton, Samuel Truitt, William Gasham, George Robertson, Zadoch Hinman, John Green, Moses Gothery, P. Selby Webster, Webster Smith, James Ayeres.

A copy of the Declaration is on file with the Maryland Historical Society.

In the Revolutionary War the geographical location of Salisbury could hardly have been more unfortunate. With the signing of the Declaration of Independence all persons not in sympathy with the colonial movement were considered enemies to the colonies and were treated as such when taken into custody.

The many waterways indenting the Eastern Shore peninsula offered a refuge for sympathizers with the English Crown. Tories driven from neighboring colonies became a menace. Some sent their families to England, while they remained to wage individually a campaign in the employ of the British government.

Even with the knowledge that capture meant the penalty of death, imprisonment for life, heavy fine or banishment from the state forever, many Tories equipped themselves with barges and sailing vessels to plunder river and bay commerce, pillage settlements up and down the peninsula, and confiscate property of the patriots.

Days and nights for residents of this section became one continual vigil that their homes and families might be protected against piratical Tories.

News spread that a Tory meeting was to be held in

Salisbury, but the populace were warned against such an attempt, and those who could procure firearms organized for resistance. The meeting was not held.

Appeals were made to the General Assembly for military equipment, particularly guns, but Maryland, stripped of every resource, could not comply.

In January, 1777, the Tories had grown to open defiance. Fearing serious outcome, a delegation of patriotic citizens appeared before the Continental Congress to represent the treasonable designs of the enemy and ask that a sufficient armed force be sent to the Eastern Shore to suppress them.

The militia and virtually all other available fighting men had already joined the colonial army—many of them Washington's own forces—leaving the Somerset and Worcester towns defenseless.

In compliance with the request to Congress a company of Maryland militia, under command of General William Smallwood, was sent from Baltimore to Salisbury, arriving here by vessel February 19, with a list of known Tories and orders to capture all non-sympathizers with the colonial cause.

Upon arrival here General Smallwood found the community had recruited a military body and, though inadequately armed, had with daring and courage captured a large number of Tories without bloodshed. Some of the prisoners were sent to the Princess Anne jail, others placed aboard sailing vessels and under guard were transported to Annapolis.

General Smallwood then started his company on a four day march to Princess Anne.

The appearance of more armed forces had struck terror in the hearts of the remaining Tories. Accepting

the terms of a proclamation issued by General Smallwood, a number joined the colonial armies.

According to legend, a romantic character of this period was neither a soldier, statesman nor patriot, but a Tory robber and pirate, Ben Allen, whose abode was a cave on a tiny island near the head of Humphreys lake. This man was a giant in stature, bold and daring to the point of recklessness, defiant of all law. Unable to read or write, he was strong-willed and purposeful. It was said he made lone trips of plunder and savage greed from Cape Henlopen, Del., to Green Hill. Many tales are related of his influence with roving Tory bands and their fears of him. His cave habitation became a safe cache for his ill-gained loot.

Finally captured, he met his fate before a firing squad. A century later, while making excavations for St. Peter's Protestant Episcopal Church, workmen unearthed the skeleton of a giant man, believed to have been that of the "Big, Bad, Bold Ben Allen."

Many Salisburians who took up arms became a part of the immortal Maryland Line. Others devoted their nautical knowledge to conducting warfare on the seas, or in transporting in their own vessels food and supplies for the military forces.

Among the heroes contributed by the town was Alexander Roxburgh. During the darkest days of the Revolution and the tempestuous days that followed the founding of the new republic no name in this section was better known. There was no one whose praise was sung with greater fervor.

When a mere youth, endowed with an adventurous spirit, Roxburgh came to the colonies from Scotland and settled in Salisbury. He was among the first in the town

to respond to the call for volunteers, later being appointed a first lieutenant in one of Colonel Smallwood's companies.

Perhaps Roxburgh's most distinguished service was the masterly handling of his company after his captain had fallen mortally wounded. The company was part of the Maryland Line which threw itself against the enemy to cover the retreat of the American army on Long Island.

Time after time the Marylanders organized counter attacks against the enemy. Though repulsed and their ranks rapidly diminishing, each time they rallied. So effective was their strategy and so gallant their fighting that the whole American army was saved from complete annihilation. The regiment lost 259 men on the battlefield, including twelve commissioned officers.

For his conspicuous gallantry, Roxburgh was promoted to the captaincy. He participated in the battles at White Plains, Princeton and Germantown. He suffered all the privations of the troops at Valley Forge and took part in the siege of Yorktown.

When the war was ended he returned to Salisbury, then holding the rank of major. Soon afterward he eloped with Miss Frances Handy, a granddaughter of Col. Isaac Handy, one of the largest landowners of this section. Rev. William Stone, afterward bishop of Maryland, was her half-brother.

A grateful government offered Roxburgh a large tract of land in the Middle West and bestowed upon him the rank of brigadier general. He died in 1794 and was buried in the family lot on the Anderson farm at Patrick's Landing, five miles from Salisbury.

CHAPTER VI

The Salisbury of 1817

IT REQUIRED the best part of a century for Salisbury to develop from a village to a town's estate. In a survey of the town authorized by an act of the Maryland General Assembly February 3, 1817, we are afforded a true word picture of the picturesqueness of the settlement at the head of the Wicomico and a roll of the property owners of that time.

The town had hardly extended beyond the original boundaries, and some of the original lots never had been improved with buildings. One pronounced feature running through the history of Salisbury from beginning to end is the basic soundness of its growth. Spectacular increases in population have occurred only within the twentieth century.

Although it had always been an important post for trading and communication, it was only in the last half century that the town assumed a degree of commercial importance.

Many planters, after accumulating wealth from the soil, found Salisbury a pleasant place to reside and moved their families here. It was long considered a necessary stop, for routes of travel converged here, giving impetus to the establishment of several taverns

whose fame was spread up and down the peninsula.

Foreseeing a future growth, residents of the town in 1817 petitioned the General Assembly to authorize a survey of the streets to define more clearly existing property lines.

The act empowered the Town Commissioners, Esme M. Waller, Dr. Handy H. Given, Jehu Parsons, Dr. John Huston, Levin Dorman and Thomas Humphreys, to "survey, alter, amend and lay out anew that part of the road dividing Somerset and Worcester counties and situate in the Town of Salisbury, and other roads situate in the said Town, into streets, alleys and lots."

Before the Commissioners exercised the authority, Dr. Given resigned and was succeeded by Elijah Parsons. Another vacancy occurred by the death of Waller, whose successor was John Rider.

Jacob Morris, surveyor of Somerset County, began the work on May 21, 1817, but later died and the commission was fulfilled by John Laws, deputy surveyor of Worcester County.

Division Street, described in the survey as Dividing Street, ran along the eastern edge of the town and separated the two counties. As the survey progressed disputes arose over property boundaries which were determined eventually by compromise among the disputants. This circumstance explains the meandering northward course of Division Street today.

There were only four other streets in the town, and two alleys. Only two of these have retained their names.

Dividing Street ran from Thomas Humphreys' mill property, at the dam erected across the south branch, northward to the "Somerset and Worcester Road," now Isabella Street.

Bridge Street, now Main, was then the principal business section. It ran from Dividing Street westward for a distance of 952 feet to an old wooden horse bridge erected across the river. From there the road wandered into the country as the avenue for travel to the river towns, to the west and to the north by way of Barren Creek.

Church Street had its origin in Bridge Street and pursued a northeasterly course to Dividing Street, 314 feet north of Bridge Street.

Camden Street was then called Back Street, taking a secondary rôle to Bridge Street. All buildings faced Bridge Street. Back Street was used merely as an access to the stables and barns in the rear. It did not cross the river, but ran from Dividing Street to the lumber yards of Humphreys' mill.

Bank Alley connected Bridge and Back streets, 282 yards west of and running parallel to Dividing Street.

High Street started southwestward from Dividing Street and lost itself in Lemmon Hill. Between High and Church streets were two short alleys called Masonic and Strawberry.

Stately trees of various species lined Bridge Street. All buildings were set well back from the street. Nearly all homes were surrounded by picket fence and before each was the hitching post—then a necessary accoutrement.

Three taverns in the town are noted on the surveyor's plat. The largest of these was owned by the heirs of Anne Chailles. It has been described as a low, rambling frame structure with enormous chimneys at each end. The lot upon which it was situated was the largest in town, having a Bridge Street frontage of 236 feet. The Salisbury National Bank and department stores of R. E.

Powell & Company and J. E. Shockley Company now occupy the site of the once famous old hostelry.

The surveyor's report gives an interesting list of property owners. On the south side of Bridge Street, going westward from Dividing Street, these names are noted:

Richard Lemmon, Jonathan Parsons, John Dashiell, William Patrick, Benjamin Disharoon's heirs, James Smith's heirs, Mrs. Frances Smith, Dr. John Huston, Charlotte and Mollie Davis, John Winder.

On the north side of the same street, running from Bridge Street to Dividing, the following names are noted:

Jehu Parsons, James Powell, Peter Nellem, Peter Bell, Sampson Davis, Benjamin Disharoon's heirs, John Johnson's heirs, Anne Chailles' heirs, Protestant Episcopal Church lot, Daniel Davis, Dr. Francis James, William Stones, Sr., John Rider, William P. Bell and James Hearne.

CHAPTER VII

Closing the First Century

FOR a full century after the founding of Salisbury, growth in population had been slow; economic progress difficult. Decades were necessary for the complete acclimation of the settlers, and the labor of generations for development of the new land to a state of independence from foreign influences.

The turn of the century, however, saw a vast change being wrought. Town, county, state, and nation began building for the future. Two local factors reflected the trend—the conception of overland transportation and establishment of banks.

The Eastern Shore's first railroad was more legendary than real. It was begun with high hopes and heavy dreams, and what is more important, perhaps, a million dollar appropriation from the state. Unfortunately the Legislature at the same time saw fit to grant and partially subsidize six other more costly railroad charters.

This act of June 3, 1835, was afterward known as the "Eight Million Dollar Bill." It did much to promote the panic of 1837, for Maryland was unequal to such a financial drain.

The plan for the Eastern Shore Railroad, as it was called on paper, was a line extending from Elkton down

to Crisfield, touching our present county at Sharptown and Nanticoke. Tracks were never laid though the survey was completed, much grading was done, and even bridge abutments placed.

Evidences of this work may still be seen at Horntown, near Mardela, at the cross roads near Hebron, and on Passerdyke Creek at Allen. The route passed some seven miles west of Salisbury.

The gratification of the citizens of Maryland over passage of the railroad appropriations bill was expressed by public celebrations of all sorts. Bells rang wildly, festive spreads were laid, fireworks set off, flags generously displayed in the several towns through which the line was to pass. Guns sounded a salute to the approach of a new era.

Six railroad lines were to link the various sections of the state and connect Maryland with the world's avenues of commerce. But ambition here had spread beyond the stage of practicability, for soon the devastating vulture of depression spread its wings over the land.

The financial panic of 1837 forced abandonment of many progressive enterprises. Among them the projected Eastern Shore Railroad sank into the morass of an extravagant Legislature and never was salvaged.

Had the line been completed as planned, it is doubtful that Salisbury would ever have progressed beyond the size of a village. Sharptown and Nanticoke, both located on navigable waters, would have become the center of commerce for the peninsula.

Failure of the railroad project compelled the Eastern Shore to turn again to its waterways. Boat building developed into an industry of no small proportions. On the banks of the Wicomico and Nanticoke have been

constructed vessels that have carried on commerce with the most remote parts of the world.

The first vessel to be built on the Wicomico was constructed by Captain John Dare. Its name and fate have passed into oblivion with scores of other sister ships.

For untold years tobacco was the medium of barter and trade among the planter, the merchant, the shipper, the wheelwright. Taxes were assessed, commodities bought and sold and even land acquired in consideration of a specified number of pounds of tobacco.

True the marketable value of the "weed" fluctuated with the seasons and the demand, but so does the purchasing power of the dollar in this modern age. Tobacco, like gold and paper currency, was variable with existing economic conditions.

Of the first bank in Salisbury little is known. It's name and date of existence has been lost to the present generation. Records show William H. Jones as its president sometime prior to 1831, the year it is believed to have discontinued business.

In the survey of 1817 reference is made by the surveyor to the banking house of Dr. John Huston, located at the corner of Bank Alley and Bridge Street.

The writer has been shown a ten dollar paper bill issued by this bank in 1816. The top portion which would have given the name of the institution was torn off, otherwise the paper was well preserved. The lithographing, appearing only on one side, was not a far departure from the modern currency.

The town was then without a bank until 1848, when the Bank of Salisbury was established with Benjamin Parsons as president and Charles Sanford cashier. It remained open only a few years.

This bank occupied the first brick building erected on what is now called Main Street. It was owned by Mr. Parsons and was located on a lot now designated as 234 Main Street. A survivor of the two great conflagrations, it was razed in 1907.

Another institution, the Somerset and Worcester Savings Bank, was organized with Charles Whitelock, a magistrate, as president. Its doors were permanently closed in 1867. A few pieces of the paper currency issued by this bank are still in existence.

When the third Salisbury bank ceased to operate, there was no bank on the peninsula south of Seaford for several years.

Until the Salisbury National was organized in 1884, the bankers of Salisbury were its leading merchants, among whom were Purnell Toadvine, John Brohawn, Hugh Jackson and John G. Williams. These carried accounts in Baltimore banks and for those who wished to deposit large amounts of money, the merchants would personally accept the account and issue their personal check.

Aside from the fact that the community served was sparsely settled, the principal reason the three earlier banks did not remain in business may be charged to the expense patrons incurred in dealing with the institutions. It was the policy then to charge for check books, pass books, and to demand a fee for cashing checks and rendering various other services. The man with small means found this both expensive and inconvenient.

CHAPTER VIII

Movement for a New State

AT ONE time (1833–34) Salisbury came dangerously near being part of a new state, for a movement with serious intent was started to combine all counties on the peninsula into one state. The Eastern Shore was at odds with representatives in the state's legislative halls, and Delaware was willing and anxious to place its three counties into a proposed new entity.

The Eastern Shore was aroused by the state's expenditures of millions of dollars on the Chesapeake and Ohio canal, the Baltimore and Ohio railroad and other internal improvement projects on the western shore. Possessing one third of the wealth and population, the Eastern Shore was being ignored.

In 1833 the Delaware legislature resolved that it would greatly promote "the interests, comfort and prosperity of the inhabitants" of the peninsula east of the Chesapeake if they were united under one government. The legislature suggested appointment of commissioners, with the concurrence of the General Assembly of Maryland, to discuss the advisability of the proposed merger and to arrange the preliminary details, the final union to be ratified by the Congress of the United States.

This resolution was duly forwarded to Governor

James Thomas, of Maryland, who laid it before the General Assembly. Martin L. Wright, a member of the House of Delegates from Dorchester County, offered a resolution on the floor of that body that "holding the pursuit of happiness as the inalienable right of all men, and that political associations and government are but means to gain that desirable end, we refer the overture made to this General Assembly by the legislature of the State of Delaware to the candid and serious consideration of our fellow-citizens in the respective counties on the Eastern Shore of Maryland who are immediately and most particularly interested in the proposition."

The resolution passed the House by a vote of 40 to 24. In the Senate it was referred to a special committee, consisting of Littleton P. Dennis, of Somerset; Gen. Thomas Emory, of Queen Annes, and William Hughlett, of Talbot, all Eastern Shoremen. They reported the resolution favorably, but it was rejected by the Senate by one vote. Sentiment on the Eastern Shore was such, had the Senate not killed the measure, there is no doubt as to what would have been the result of the referendum.

The Western Shore became alarmed at the trend of events and made overtures to mollify the Eastern Shore. At the next session of the legislature, in 1834, a resolution was offered directing the judges at the next succeeding election on the Eastern Shore to ask each voter his opinion respecting union with Delaware, and to record the opinion as expressed. This resolution was also rejected, and as no further overtures came from Delaware, the matter was dropped.

It was not the first, nor was it the last occasion, upon which the two shores of Maryland have differed on vital

subjects. It is well to recall here that at the beginning Maryland was really established as a state with dual government. Each shore had its own treasury, its land office, its clerk of the Court of Appeals, its surveyor general and was entitled to 6 of the 15 members of the State Senate, one-third of the members of the House of Delegates and two of the five members of the governor's council.

The last survivor of this dual government, or rather this recognition of the Eastern Shore as a separate and distinct section, was the repeal of the law in 1896 under which one of the United States senators must be an Eastern Shoreman. Oddly enough, the law was originally passed to prevent the Eastern Shore from capturing two senatorships.

The original Eastern Shore law, or compact, was passed at an extra session of the legislature in 1809. At the regular session there was no election of a successor to General Samuel Smith, who was appointed by Governor Robert Wright to serve until his successor should have been elected.

Failure to elect was the outgrowth of differences in the political complexion of the Senate and House, the members of the former, number 8, being Republicans, while a majority of the 80 members of the House were Federalists. A bitter fight ensued as to the method to be employed in electing a senator. Both houses refused to go into a joint convention. The General Assembly adjoined without electing a senator. Meanwhile Governor Wright resigned, and the Assembly met in extra session to elect his successor.

Then came up the mooted question of electing a senator, and the old troubles and differences were

threshed over again. The controversy reached a point that threatened the election of two Eastern Shoremen as senators. To prevent such a result a law was passed providing that one of the United States Senators should be an Eastern Shoreman. Hence the law was passed to help the Western Shore in a crisis.

Not until 1867 was the law disturbed. In that year a vacancy occurred in the Senate. First former Governor Phillip Francis Thomas, of Talbot, was elected. He was refused admission on account of alleged disloyalty. Then in a day the old law was repealed—the Eastern Shore concurring—and Governor Thomas Swann, of Baltimore city, was elected. He was prevailed upon not to resign the Governorship, his friends thinking it possible that he, too, might not be admitted. When it was ascertained in advance he would be rejected, he decided to remain governor.

The Eastern Shore law was re-enacted as hastily as it had been repealed, and George Vickers, of Kent County, was elected. He was hustled from his home at Chestertown by special steamer to Baltimore and from that city by special train to Washington, and arrived in the Senate chamber in time to cast his vote against impeachment of President Andrew Johnson. His vote proved to be the factor that saved the president from being ousted.

CHAPTER IX

Industries of Bygone Days

MODERN machinery and twentieth century progress spelled disaster for some of the industries which flourished a few generations ago. Men no longer seek in this section bog iron ore under the earth's surface. Large scale commercial production of shoes and other leather products more than fulfills the obligation that once evolved entirely upon the local tannery.

The grist mill for the grinding of corn into meal has also become extinct. Sugar and molasses are made more accessible to the home than when the cane mills flourished. Shad fishing is no longer conducted upon a huge commercial scale in the Wicomico, for such large schools of fish are not found today in its waters.

The blacksmith and wheelwright have lost their trade to the automobile factory and the modern foundries. The few who now ply the trade do not need the assistance of the indentured apprentice, upon whose help he once had to rely.

For years before the Revolutionary War the mining of bog iron ore in this region was a flourishing industry. Foreign and local capital grasped thousands of acres of land, much of it through original patents. Forges and

furnaces were set up, and about these operations many villages grew up, of which there is hardly a trace a century later.

The industry was demoralized by the outbreak of the war of American independence, though between 1812 and 1820 a widespread effort was made to revive it. Several idle furnaces were re-opened only to be abandoned again as the ore appeared in diminishing quantities.

Most of the iron mined was shipped direct to England. In some instances the ore was taken up in bulk and hauled by cumbersome, though serviceable, oxcarts to the wharves and loaded on boats for Norfolk.

The mining operations were confined within a radius of thirty miles of Salisbury, in what is now Wicomico, Sussex and Worcester counties. The largest operating company was formed in 1763 by Abraham, Thomas and William Mitchell, of Philadelphia, and Samuel Franklin, a New York merchant. Combined holdings of this company in the three counties were more than 4000 acres.

A few years ago geologists, studying the soil in this same area, estimated there exists 2000 acres of iron ore in Barren Creek and Sharptown districts, extending from Barren Creek stream to the Nanticoke River marsh near Riverton.

One of the first leading industries in Salisbury was a tannery established by Ebeneezer Leonard, great grandfather of F. Leonard Wailes, a prominent member of the county bar. Just when the tanning yard was started on the present site of East Main Street is not known, though it was a flourishing business when its founder died and by will dated August 26, 1823, devised the

ISABELLA STREET FALLS PRIOR TO 1890, SHOWING (LEFT TO RIGHT) SAW MILL, GRIST MILL, WOOL CARDING MILL, PLANING MILL, ALL OPERATED BY WATER POWER

tannery to his daughter, Sarah A. Wailes, the wife of Dr. William A. Wailes. She in turn bequeathed it in 1857 to Ebeneezer Wailes.

The latter was a man of considerable business enterprise and developed the industry to its greatest possibilities. Not only did he tan leather, but fostered allied industries.

While making excavations for the Downing Building in 1922 workmen unearthed several of these tanning vats. Though three feet under ground for many years the wood was well preserved. The vats were seven feet long, four and a half feet wide and four feet deep. In them the hides were kept for six months, then removed to be cleaned and processed.

From this developed the oak bark industry. Enough of the bark was produced to supply local needs and for the shipment of large quantities by vessel to Baltimore. For use in the tannery the bark was ground between two heavy stones, turned by a horse somewhat in the manner employed at the old cider presses.

Mr. Wailes acquired the reputation of producing a durable leather of exceedingly fine quality for harness, whips and shoes. The surplus, shipped to manufacturers in larger cities, was much in demand.

Shoes for the whole family were then made by the itinerant shoemaker, or by some skilled member of the household. Every village had its commercial shoemaker, who took considerable personal pride in the shoes he made, without the use of machinery. His only instruments were knife, awl, last, and hammer.

The passing of the old buhr water mills may well be the cause for serious regret by the one who plans the

table menu. Aside from sentimentalities, no substitute for the old fashion corn meal has yet appeared on the market.

At one time numerous ponds dotted the Eastern Shore landscape and at the mouth of each would be found the water mill. Here the miller ground the corn for the neighborhood, polling a share of each lot to repay him for the work.

Going to the mill was a bi-weekly or weekly habit for the farmer. He returned not only with his grist but with a wealth of information gleaned while the mill stones slowly ground his corn.

Modern industry produces no character as a counterpart for the old grist miller. Through him neighborhood information cleared, for that was before the days of speedy transportation which brought the daily newspaper to the door of the farmer, and radio was unheard of. The miller was the neighborhood "lawyer" and general information bureau. He knew politics. He learned from those patronizing his mill news which he passed on to others.

Most of the ponds have disappeared and with them the once famous grist mills. The "old dusty miller" and men of his ilk have vanished.

Shad fishing on the Wicomico was once a large commercial enterprise, reaching the height of production about 1885. In colonial days this species of fish was held in direct contempt by those of highest social standing. To allude to one as a "shad-eater" was to court a fight with one's closest friend.

For the Indian who speared them with a wooden implement, shad were a part of the standard diet. During March, April and May the part of a day's catch not

eaten in the fresh state was smoked and stored away as the principal food for winter months.

Eventually the settler came to recognize the palatable quality of the shad and its popularity grew. The settler-fisherman, adopting more civilized methods, used a gill net of triangular mesh in which the shad's gills became entangled. Not possessing the mentality of the trout, black bass or others of the finny tribe inhabiting the river, the shad became an easy prey.

Captain Littleton Smith, of Shad Point, was probably the best known fisherman on the river when the shad was in greatest demand as a commercial product.

On any spring evening, the Wicomico was literally alive with fishermen. Hundreds of nets were cast afloat returning bushels of fish to be dumped in the boat at a single haul. Wagon loads were peddled in Wicomico, Worcester and Somerset; boatloads were shipped to Baltimore and northern markets.

Seining was first introduced on the river in 1835 by John Oliver (then pronounced Olifer). He purchased from planters in the Upper Ferry section the flax to be made into twine, after being broken and "scotched." The spinning, doubling and twisting was accomplished on the farms by the slaves and indentured servants. Threads thus produced were knitted and laced into ropes made of the tow procured from the same flax. Floats were made from dried gum wood or cypress.

About 1838 a fishery was established at Sharp's Point. Another was operated a few miles down the river by John Jones and Charles Smith, Sr. It continued in operation for more than fifty years. The next fishery was started by Capt. Henry White, Col. John B. Slemons and Col. Anthony B. Bennett at "Marshfield." From

1856 to 1867 it was run by three brothers, Peter, Lemuel and Levin Malone and after that by the latter's son for forty years.

The making of molasses and ungranulated sugar from cane which was grown on virtually every farm was an indispensable industry since its output was used in every household.

The farmer planted only an acre or two of cane, usually just enough when processed to supply the home needs after the miller had deducted his share.

After being cut in the field the cane was hauled to the mill by wagon. There it was fed into a hopper which ground the stalks into pulp. Huge hopper stones were attached to an upright shaft and to this was fastened a long horizontal pole. To each end of the pole a horse or oxen was hitched. All day long the animal encircled the vat, as the stones crushed the cane.

Drippings from the vat were run off into large copper kettles and boiled until all waste material in the syrup had come to the surface and in turn been dipped off. In this manner three grades of molasses was produced, the final stage of boiling reducing the syrup to a form of ungranulated sugar crystals.

The owner of the mill did not always have the skill to operate it successfully. One man in the neighborhood, who had a local reputation for producing good molasses, would at times operate several mills.

Importation of granulated sugar spelled the doom of the cane mills.

CHAPTER X

Early Steamboating on the Wicomico

By the middle of the nineteenth century, Salisbury's commercial progress had become more pronounced. The town was gaining wealth from the sale of lumber, grain, leather, bricks and live stock, which were shipped to Baltimore and other ports by way of the narrow, winding Wicomico.

The river was still the chief highway for traffic. No other means had yet been evolved which could possibly compete with the vessel for hauling freight.

At first the river was navigable to Handy's Landing, and the north and south branches were of sufficient depth for ships of fairly large draft even beyond the head of navigation today. Years ago the hull of a large vessel was found on the bottom of the lake beyond the railroad tracks, indicating the north branch was utilized for some distance north of the town.

A dam was erected across the south branch, at what is now South Division Street, by William Venables in 1743. A few years later a water mill was built at what is now Isabella Street and a dam constructed across the north branch. This, known as Bailey's mill, was in operation in 1817, and was approached by the old Somerset and Worcester road.

Gradually the harbor began to fill and navigation became more difficult, finally ceasing altogether. The town's wharf was eventually established two miles below the town site and for some inexplicable reason it was named the "Cotton Patch." Its location was just east of Cherry Hill where some of the piling may be seen to this day. From that point to Salisbury the river's depth in places did not exceed eighteen inches.

In 1852 the first regularly scheduled steamboat service on the Wicomico was established between the Cotton Patch and Baltimore. Twice a week the little side-wheel steamboat "Wilson Small," piloted by Captain Moses Smith, made a round trip between the two ports with freight and passengers.

The freight clerk on the vessel was at one time James Alfred Pearce, of Chestertown, who years afterward became an eminent Maryland jurist.

For real romance this trip down the Wicomico and across the bay to the metropolis on the Patuxent had no counterpart. The "Wilson Small" furnished the means for a "fashionable" wedding journey and many a gay wedding party came to a dramatic conclusion on the wharf. After the ceremony in town, the happy couple would be conveyed to the Cotton Patch in a two-wheeled gig or a "coach and four" with its negro driver and footman. The luggage followed in a slow, lumbering wagon.

Boisterous, shrill farewells echoed across the river as the "Wilson Small" chugged off into mid-stream, jerkingly uncertain at first, then with full steam ahead. Moments later only the dense cloud of smoke hovered in her wake, as she was lost to sight around the bend.

By vehicle or afoot the Cotton Patch wharf was reached by the wooden, shaky horse bridge in what is

OLD BAPTIST TREE AT LEMMON HILL, 1850

AN EARLY WICOMICO RIVER STEAMER

now Camden, but which then was a section covered by a forest. The road led over Oak Hill, across sandy farm land and down to the river.

The wharf was a flat dirt platform, braced with log piling along the water's edge. At one end stood a warehouse—if a low frame shanty with sloping shingle roof can be given such a classification.

From the dock one could look across the stream at stately loblolly pine, aromatic cedar and the tremendous spread of the oak, all crowding down to the water's edge, casting shadows across the canvas of the sailing vessels as they swept by ahead of the breeze.

Only a flat bottom scow could be used in the shallows from the wharf to Salisbury, and then only at high tide when loaded. Regardless of the hour, day or night, the high tide occurring next after the arrival of the "Wilson Small" found the river between the wharf and Salisbury alive with small craft.

Every Salisbury merchant and tradesman owned one or more scows which were poled with the cargo through the shallow water by negro slaves as easily as if the boats were inflated rafts.

It was not until thirty-three years later that the channel was again dredged to Salisbury.

CHAPTER XI

Some Early Social Customs

FOR many generations social life in Salisbury and other towns of Somerset and Worcester retained the influences of the Old World. Habits and customs of centuries are not discarded in a few years, even when they are transplanted to a new land.

One custom, more pronounced than many of the others among Salisbury's earlier inhabitants, was the holding of a street fair annually at Whitsuntide, a custom which is attributed to the rebel emperor of Britain—Carausis —in 207 A. D.

The street fair was the event of the year, ranking second only to Christmas in the minds of the children. Upon and down the peninsula Salisbury was known for many decades as the "Fair Town." It never failed to bring a large influx of people from the settlements along the Wicomico, Manokin, Nanticoke and Pocomoke rivers, and inland for a radius of many miles.

By vessels, stage coach, wagon and oxcart they came; whole families with baggage and luncheon, for no one felt he could miss this grand occasion. It was the culmination of everything, socially and commercially, for the whole country hereabout.

Bridge Street lost its normally quiet demeanor in the

reckless abandon to gypsy life. Booths and tents grew up over night between the sycamore, poplar and maple trees whose abundant spread of foliage shaded the street from river bridge to Dividing Street.

Merchants from Baltimore, sometimes as many as fifteen or twenty, came with goods to sell. Such articles as clothing, household wares and trinkets that were put on display were a revelation to many of the rural folk accustomed to homespun apparel and home made products.

It was as if the mountain had come to Mahomet! Into the tents of the merchants young and old alike came to wonder at the newest of "imported" merchandise.

Perhaps the most popular figure in the whole assemblage was the Italian vendor, who stalked about balancing precariously upon his head a tray of colored plaster objects—pitchers, vases and various models of the animal kingdom which he sold for a wide range of prices. Few would leave for home before buying one of the objects, if only to keep as a souvenir until the next fair.

There were, too, refreshment stands offering ginger cake, cookies, home-made delicacies of all sorts, oyster pie, persimmon beer and lemonade. There was always the "bear man" who amused the crowds with the caprices of his trained animal, and the monkey which passed its hat among the spectators collecting anything they might drop into it.

The town outgrew the fair, eventually. Travel became easier through the countryside and the attractions it once held were no more. Salisbury merchants stocked their stores with the merchandise the Baltimore merchant

sold, and for amusement tastes changed. So the ancient custom faded out.

About the middle of the nineteenth century a high social order had become established in Salisbury, as represented by its religious and society functions. The cotillion was featured on the program of the social season with far greater formality than in the modern age.

Recently the writer was shown an invitation dated March 4, 1841. It reads:

> "The pleasure of Miss Elizabeth Rider's company is respectfully solicited at a Cotillion Party, to be held at the house of B. L. Fish, on Wesdnesday, the 17th instant, at 5 o'clock, P. M."

The managers were listed as Dr. Richard Lemmon, Alison C. Parsons, James W. Dougherty, William Birckhead, John Sanders, Stephen D. Coulbourn, Sr., Samuel K. Handy, Robert Dougherty, William H. Collier.

Another invitation, dated Salisbury, April 23, 1856, summoned the recipient to a Cotillion of a more public character.

> "The company of Miss Adelaide V. Humphreys is most respectfully solicited to attend a Cotillion Party to be given at the new Town Hall in this place on Tuesday evening, May 1, 1856, at 7½ o'clock."

The sponsors named on the invitation were: managers, J. J. Fooks, Wm. Anderson, J. C. Allen, George H. Moore, Jno. Evans, Jas. C. Bell, Stephen P. Toadvine; floor managers, John W. Staton, C. F. Dashiell, J. Berton Morris, Levin D. Collier; committee of invitations,

Levin D. Collier, Robt. H. Adkins; ballette master, M. Layton.

Before Governor E. E. Jackson erected a mansion house in "The Oaks" (a structure recently razed to make way for a residential development) a beautiful grove between Division Street and the lake was known as "Bailey's Woods." When the town was younger it served as a park through which young and old were wont to stroll leisurely.

The falls, where Isabella Street crossed, was a thing of scenic beauty. Many city residents today can recall the pedestrian bridge that spanned the rapids. A bridge for vehicles had not then been built, the horse being forced to ford the stream.

Until the Civil War, the Fourth of July was celebrated with much ceremony. In the afternoon the whole town turned out to attend the public gathering in Bailey's Woods. Here, at 2 o'clock, the people began to gather to hear read the Declaration of Independence, followed by much oration on patriotic topics.

At tables scattered about the grove ice cream, pies, and candies were served. Beverages designed to make happy the mind and carefree the spirit were not lacking. Crude fireworks in the evening aroused much curiosity and brought the day's program to an end.

But the greatest feature of the day was the annual public appearance of the town militia. Being required by law to drill "not less than once a year," there was no disposition on the part of the enlisted personnel to execute military formations more often.

The officers of the company, in grenadier hat and blue uniforms decorated with a profusion of shining brass buttons, marched forth the column of the town's "young

manhood." Enlisted men wore civilian clothes, for the state had neglected to provide them with uniforms. To the most casual observer it was evident that those on parade were only soldiers for the day.

Exasperated, perspiring and doubtless disgruntled, the officers shouted commands until at length the unit reached the park, there to be dismissed with the command "Heels to the cart rut!" And the required military training of the company was completed until the next Fourth of July.

Quilting parties were nearly as popular as bridge today. It was at these the débutante and matron alike gathered. As needles were drawn back and forth, conversation—and gossip—flowed freely. Of the earlier customs, probably none survived so long as this institution.

Long before the appearance of the first town newspaper, the official medium for dissemination of news was the town crier. A consciously important character was he; a man of many parts, for diversified were the duties he had to perform.

At times he served the town as lighter of the tall oil-burning lamps erected along the principal streets. As a courier, he was invaluable. Should milady entertain, the invitations were written artistically upon a card and the crier became the messenger who delivered them to the invited guests.

As an advertising man, he assumed still another rôle. With bell in hand he went through the streets with such a cry as this:

"Hear ye! Hear ye! All persons within call. A public sale will be held from the front steps of the tavern at 10 o'clock Tuesday. Come one! Come all!"

For such services the crier received compensation

commensurate with his temporary employer's ability to pay. At times it was a dollar, other times less.

The last to hold this time-honored post of affairs was James James (Jim Jeems), a negro of enormous proportions. Finally, enfeebled by the weight of years, he passed away. And with him went a custom that once seemed indispensable.

Masonry was the first of the fraternal orders to be founded in the town as far as available records disclose. A Masonic lodge was formed in 1822 and was designated as Salisbury Lodge No. 57. The charter was permitted to go by default for a short while, but later was revived for Wicomico Lodge No. 91, which occupies quarters in its own temple on Division Street opposite Court House Square.

The twenty-five charter members of the original lodge included Sampson Davis, Levin S. Disharoon, Levi Cathell, Anthony B. Bennett, Caleb Kennerly, Gowan White, Peter Bill, Peter Dashiell, Noah Rider, Robert Dashiell, Thomas Roberts, George Parsons, Joshua Brattan, Beauchamp Ackworth, Samuel Robertson, Samuel McBride, John B. W. Parsons, Edwin L. Harris, Elihu Lamson.

The officers were: Richard Bennett, Worshipful Master; Isaac Denson, Senior Warden; W. S. Disharoon, Junior Warden; Richard Lemmon, Secretary; Joseph Morris, Treasurer.

CHAPTER XII

The Coming of the Railroad

IT WAS a quarter century after the failure of the first venture that the railroad eventually did come to Salisbury. Rail transportation on the shore has from the very beginning been so closely tied in with the history of Salisbury that to write about one is to give much of the history of the other.

In 1858 Delaware completed a north-and-south rail line to the state's southern boundary. This terminus later became the town of Delmar, but then was an open field hemmed closely by woodland.

The first residence and store in the town was built by Elihu E. Jackson, of Salisbury, who was later to become Governor of Maryland.

No doubt, inspired by Delaware's accomplishment, prominent local residents organized the Eastern Shore Railroad Company and procured a charter to build a line from the terminus of the Delaware line to a small fishing village just off Tangier Sound—later to bear the name Crisfield, after the president of the embryonic railroad.

John W. Crisfield, Princess Anne lawyer, financier, and later a congressional associate of Abraham Lincoln, was president of the company. William T. Brittingham, a fellow townsman, was the treasurer. Although years afterward the road's head became bankrupt, it was not

due to his investments in the railroad, but because of the failure of a private bank venture.

Two years were consumed in building the Eastern Shore Railroad over the seven miles to Salisbury. They were months besought with many difficulties, for railroading was still in the state of uncertainty.

Soon after the tracks reached the north side of old Humphreys Lake in East Salisbury, Civil War broke out and there the railroad was doomed to stop for several years.

On July 4, 1860, to celebrate the opening of the road an excursion was arranged. For the price of twenty-five cents one had the privilege of making a round trip from the shanty station here to Williams Switch, three and one half miles north of town.

It was necessary to limit the journey to this distance, for there was no switch at Delmar and the arrival of the extra excursion train, it was feared, would hold up the south bound train due during the afternoon. The inducements offered excursionists were the satisfaction of a ride on a real steam propelled train and several hours in the grove awaiting the arrival of the south bound train that would convey them back to town.

Now not many Salisburians, and probably less than a dozen residents of the outlying regions, had ever ridden on an "iron horse." Many of them had never seen a locomotive. From the viewpoint of safety, many regarded this new conveyance in much the same light as millions of people today view the airplane. They considered it preposterous that an iron-wheeled vehicle could roar along two narrow rails at the disconcerting speed of 12 miles an hour, without disaster befalling it.

Came the day of the widely advertised excursion!

Hundreds sought passage, though the passenger list was composed almost entirely of men and youths. They were accompanied to the tiny station shed by anxious wives and mothers who minced no words in declaring that to ride on such a creation of the devil was to openly court death.

It is recorded that some women actually cried when, amid the shouted farewells of the assembled crowd, the little engine, whistle blowing, iron wheels clanking noisily, black smoke encircling the anxiously important engineer, moved slowly up the track.

The next morning the first scheduled train started northward connecting Salisbury by rail with the great eastern metropolis. It further marked Salisbury as the transportation center, a position it has never relinquished to this day.

Stage coaches from the settlements to the south, east, and west brought passengers to board the early train which left daily at 7 A. M.

Of these the stage coach service from Snow Hill was the most important. The coach and four arrived at the old Byrd Tavern daily just as twilight was enshrouding the town. There the passengers alighted to spend the night in anticipating the adventurous trip by rail in the morning.

This, the most famous of the early taverns, was operated by John Byrd. He was slain, supposedly by a Union soldier, during the war. His slayer, however, was never identified.

The tavern was much of a community center. There planters came to buy and sell slaves and to barter merchandise. In the basement and at the rear were the slave pens. The building was a low, rambling frame structure,

OLD BYRD TAVERN RAZED 1878 FOR NEW COUNTY COURT HOUSE

"THE OAKS," HOME OF GOV. E. E. JACKSON

with dormer windows and double tier porch which extended across the whole length of its front.

After the close of the war, the line was continued down through Princess Anne to Crisfield, with a spur track to Pocomoke. Much of the business section of Crisfield today is built on oyster shells. Then the fishing village contained but a few buildings and the southern end of the tracks was built on piling to reach the edge of navigable water.

The desire to locate a direct inland route between northern manufacturing centers and the south, ultimately led to the extension of the line southward to Cape Charles, with ferry and barge connections across the lower Chesapeake Bay to Norfolk and thence southward.

Even as far back as 1825 passengers were carried down to Dover by boat from Philadelphia, from there by tally-ho post coaches to Seaford on the Nanticoke, where transfer was made to vessels bound for Norfolk. After some time the experiment was found to offer small attraction for travelers and other methods were tried with no better success.

It was William L. Scott, of Erie, Pa., who first conceived the scheme of building a sixty-five mile extension southward through dense woodland and across numerous streams and bayous to the lower end of the peninsula. Scott sought to interest the Pennsylvania Railroad in the proposal and explained his idea to Alexander Jackson Cassatt, one of the directors of the company. The latter was impressed, but could not obtain approval of the others on the Pennsylvania's board.

Reasonably certain of the possibilities of such a venture, Scott and Cassatt organized the New York, Philadelphia and Norfolk Railroad Company, in

which A. J. and R. K. Cassatt held the majority of stock.

Construction began in 1883 and the new road was operating trains through to the north two years later, having absorbed the old Eastern Shore Railroad. Born in Pittsburgh in 1839 A. J. Cassatt had advanced in the service of the Pennsylvania Railroad from rodman to a director of the company's affairs. All this knowledge he applied to development of the New York, Philadelphia and Norfolk. There were innumerable difficulties to overcome, yet it became apparent that the road was soon to become the gateway to the south.

When later he became president of the Pennsylvania Lines A. J. Cassatt continued to operate the N. Y., P. and N. as a private enterprise and repeatedly refused to permit the Pennsylvania to buy the road. He died in Philadelphia in 1904.

Great was the success of the road. In 1906 and again in 1907 we find the road's financial statement showing a clear surplus in excess of $600,000 annually, after paying 12 per cent dividend to its stockholders. In the latter year the gross earnings were $3,181,149.

In 1908 the line was purchased by the Pennsylvania at the price of $150 for stock of $50 par value. Since that time it has been a part of the Pennsylvania System, and one of the most prosperous short lines in the country.

Contributing in no small degree to its financial success has been the establishment in 1901 of refrigerator car service for perishable farm products. This new form of service, which places fruits and vegetables in the large consuming centers in a fresh state, was destined to become a boon to both the agriculture industry of the Eastern Shore and the carriers.

CHAPTER XIII

The Fire of 1860

TWO EVENTS in Salisbury's history stand out most prominent. In 1860 and again in 1886 the town was almost completely wiped out by fire.

Those two disasters not only caused enormous economic losses, but old landmarks were razed and many early records of the town, that would have been of tremendous interest to the succeeding generations, were destroyed. The buildings that gave the town the grandiose colonial atmosphere which were not laid in ruins by the first catastrophe were, nearly all later destroyed. That is why Salisbury today is thoroughly modern, reflecting, outwardly, little of the two hundred years of its existence.

At the time of the first great fire, the town had a population, according to the best information available, of about 500 inhabitants. It was not unlike the quaint villages that today dot the English countryside.

Here and there along the short, narrow, crooked streets were large rambling wooden residences, a story and half high, surrounded by picket fences, well-planted yards on this morning in August of 1860. Only about half of the lots along the three principal streets were improved with structures. Occasionally a store, a tavern, or both, invited a visit from the passer-by.

To the rear of the buildings were low barns and stables. Occasionally a cow could be seen from the street. Pigs, geese, flocks of chickens, or a mother hen and her brood, their wanderings interrupted by an approaching coach or pedestrian, would scamper to cover.

The whole town—that part of it referred to as the "town"—was centered within the present shopping district. Huge trees joined limbs across Bridge, now Main, Street, then a sandy thoroughfare that extended from what is now Division Street to an old wooden bridge across the river and there joined the road that led out across the countryside west of town.

On Bridge Street were the stores of William Birckhead, dealer in general merchandise; the jewelry store of A. W. W. Woodcock, the bakery of John Kayler, the small post office, the hat shop of Henry Brewington and the apothecary shop of Dr. Levin D. Collier, who was provost marshal for the Eastern Shore during the Civil War, and a small one-room brick bank.

Overlooking this "busy" street and the whole town itself was the brick St. Peter's Protestant Episcopal Church, then referred to as Goddard's Chapel. The high tower of the edifice, topped by a large gilded cross, was the landmark that told the traveler while yet at a distance that he was nearing his destination.

It was to this community on a hot August day that disaster came. From the belfry of St. Peter's came a loud clanking of the bell. Fire had broken out in the Daniel Davis building on the northwest corner of Main and St. Peter's streets.

Shortly before, the town had purchased a new piece of fire fighting apparatus. It consisted of a large wooden reservoir, mounted to a chassis with large iron wheels.

Two hand pumps forced water into the tank which was four feet high and three feet square. It was operated by connecting the tank with one of the town pumps, ordinarily used to quench the thirst of the townsmen and their horses, and man power forced the water into a twenty foot hose which directed the stream upon the blaze.

Down St. Peter's Street, a dozen men dragged this apparatus, while the church bell continued to ring wildly. The Davis building was being rapidly consumed. From there the flames leaped to other frame structures on Bridge Street, which soon was converted into a blazing inferno.

Firemen fought valiantly. Bucket brigades augmented the single piece of apparatus. All to no avail.

When burning embers remained a mute testimony to the town that was, it was discovered that the fire "engine," too, had met destruction. For long hours the townspeople had fought, but the conflagration swept along the street until there was nothing else in its path to consume.

CHAPTER XIV

Slavery in Town and County

LEGALLY the local story of slavery is not unlike that illustrative of the whole state, for the master and the man and woman in bondage were bound by laws applicable everywhere in Maryland.

Yet the relationship between master and slaves here is a story of real human interest, for it probably was unequalled in any other section in the pre-Civil War period.

When credit is given for the development of this vast farming region, the rôle taken by the slaves cannot be omitted. Slave labor was a potent factor, without which progress would have been slower.

Planters found themselves in possession of extensive acreage of woodland which had to be converted into tillable fields. Here was a character of work requiring able bodied laborers. And once the soil was tillable, more labor was needed to cultivate and harvest the crops.

Land holdings of less than 200 acres were extremely rare. The average plantation was nearer 500 acres. Every farmer had his quota of slaves. On at least two manors in the county, it is said the slave population at times was as large as two hundred.

Much legend has been built about the notorious Patty

Cannon, ill-famed mistress of a farm house at Reliance, near the Maryland-Delaware line, who carried on a nefarious kidnaping trade, selling negroes far south of the Mason and Dixon Line. Some of the stories are doubtless based upon fact, others are purely fiction. Whenever a black disappeared the blame was placed upon Patty.

At times it is said she was accompanied on expeditions by her son-in-law, swarthy Joe Johnson, and legend has it that the woods opposite Spring Hill church was used as a place to hide their captives until they were placed aboard a southbound vessel in the Nanticoke.

Pursued endlessly by authorities, for some time she evaded capture by crossing the state line. But eventually she was taken prisoner and died in a cell at Georgetown jail before she could be brought to trial.

The Eastern Shore was used as a section of the "underground railroad," by means of which slaves and freemen of the race were speeded on their way to Canada where liberty and lasting freedom awaited them.

Overshadowing all else, however, was the customary attachment between the master's household and his slaves. Verbal illustrations of this great humane relationship would fill volumes.

There are instances of manumission when the slave was given financial assistance that enabled him to join the movement to Liberia and permanent freedom.

Even after the issue was settled by Civil War, many slaves in the county declined to accept their freedom, electing to remain with the families they had served while in bondage. Cases may be cited where this attitude was carried out even to the second and third generations.

Others who accepted freedom were frequently started

upon a career through the financial assistance given them by their former masters. In this way did Saul Huston, one time a slave in the home of Dr. John Huston, amass a fortune as a freeman. The etiquette he had acquired while a young slave enabled him later to obtain positions in the most exclusive hotels and households at substantial wages.

Since the public school system had not been thoroughly established, the slaves were taught an elemental education by members of the master's families. Religious services were held on the plantations, and usually the slaves were devout worshipers.

Phineas E. Gordy, the first supervisor of colored schools in Wicomico County, was a striking example of that relationship between slave and master. As a child he had been taught by the mother of William S. Gordy, Jr., in whose home Phineas' parents were slaves.

When the first negro public school was opened in Salisbury, Phineas qualified as a teacher by virtue of the training he had received. Later he was financed through college by the present state comptroller, and was prepared to fill the position when the Board of Education created the post of supervisor of colored schools.

For certain minor offenses a slave was fined. When the crime was of a more serious nature he was either imprisoned or sold by the court to a buyer outside the state.

If there are records of outrageous treatment of slaves by their masters, we have been unable to find it in any of the literature of their race.

CHAPTER XV

Salisbury in the Civil War

IN THE first stages of the secession, Salisbury found itself wedged between two regions which were sympathetic to the southern confederacy. The controversy had thrown Delaware into an internal political turmoil. On the south the counties of Accomac and Northampton were willing and anxious to join the state of Virginia in secession.

Salisbury's position, therefore, was strategical, and from beginning to the closing of the Civil War troops were located here in varying numbers.

The first armed force to arrive was the First Regiment, Delaware Volunteer Infantry, in command of Colonel (later promoted to rank of Brigadier General) Henry Hall Lockwood, under orders to forestall an expected invasion of the Eastern Shore by rebel forces.

The regiment reached here in November, 1861, to establish a position from which the troops could speedily strike at rebel movements originating in any direction. Camp was first built where the gas plant now stands, but later was moved over into South Salisbury.

Meanwhile, Major General John A. Dix, of the Middle Department, Union Army Operations, at Fort McHenry, Baltimore, issued a call for Eastern Shore volunteers. In September Adjutant John E. Rastall was

ordered to sail from the fort to Potter's Landing, Dorchester County, with a vessel load of uniforms, camp equipage, arms, ammunition and thirty thousand rations; and upon arrival to induct the volunteers into the embryonic First Regiment, Eastern Shore of Maryland Volunteers.

Only a few weeks were consumed in organizing a full regiment of ten companies. Many of its men were destined to serve in the most gruelling engagements of that conflict between the states.

Companies A, B and C were raised in Dorchester; D, E, F, and G in Caroline; H in Talbot; I was composed of Baltimore men; and K from Somerset. Officers of the latter company were: Captain, Littleton Long; 1st Lieut. Hance Lawson; 2nd Lieut. Wm. J. Porter.

The regimental officers were: field and staff colonel, James Wallace; lieutenant colonel, Wm. H. Comegys; major, William Kirby; adjutant, John E. Rastall; quartermaster, Wm. H. Gootee; surgeon, Granville B. LeCompte; first assistant surgeon, A. L. Manning; second assistant surgeon, J. McKendree Kemp; Chaplain, Thomas L. Poulson.

The organization completed, the regiment comprising approximately 1,000 men moved into Cambridge and formed temporary camp on the waterfront two blocks from Main Street.

Intensive drilling quickly whipped the regiment into shape and at the end of November, two companies were ordered to join General Lockwood's regiment, which was to go on an expedition from Salisbury to quell threatened uprising in Accomac and Northampton counties. Simultaneously the main body received orders to march to Salisbury and go into winter quarters.

The Eastern Shore regiment really received its first initiation into actual army life on the march to Salisbury, fording the Nanticoke River at Vienna in the middle of the winter.

On the hill overlooking Humphrey's Lake, where now stands the Upton Street school, the regiment set about erecting permanent quarters. The old lake, the grist mill and a farm house or two were then the only landmarks in that immediate vicinity.

Barracks were built of lumber in a quadrangle, officer's quarters on the north, quartermaster and commissary departments on the south and the enlisted men's abode between. A regimental hospital was erected on an adjacent elevation, where now stands the Peninsula General Hospital buildings.

The military unit found Salisbury in deplorable plight, not only saddened by the war which was calling many of its most useful men, but by the fire which a year before had swept through most of the town. The population of the army camp on the hill contained a population greater than that in the town proper.

Soon after its arrival the regiment was placed under command of Col. William J. Leonard and later Col. Samuel A. Graham, both residents of Salisbury.

The organized expeditions into other parts of the Eastern Shore to disarm secessionists and prevent rumored plans of invasion by Confederate forces, could not be more graphically described than references to the personal letters of Adjutant Rastall to his family.

The first important movement of troops from the camp was an expedition into southern Delaware. Of this Rastall refers briefly in a letter dated Salisbury, February 8, 1862:

"We have had to send a detachment into Delaware. At Laurel a Secession flag is shaken from a second story window by a woman as we were marching past in the street. The colonel halted the column, made her surrender the flag, write an apology, the alternative being confinement to her room with a musket at her door to answer her calls."

Many other expeditions are described in Rastall's letters. In one he wrote:

"Entraining for Delaware, we proceeded about seven miles. We stopped at Delmar, a station on the line dividing Delaware and Maryland. Company B at that place left the train in a body, lined up, stacked arms, and broke ranks.

"With the colonel I left the train and went over to where the men were.

" 'What is the matter,' asked the colonel.

"A spokesman replied that the company had enlisted for service in Maryland and did not intend to leave the state.

"As organizer of the regiment, I assured the men the government had not authorized any such limitation of service and urged them to return at once to duty. The colonel, a loyal man, though a slaveholder, was more emphatic, which aroused the men to persist in their course.

"The spokesman became insulting and remarked that in any event they would not serve longer under his command.

"The colonel and I were alone with the men, some distance from the train, but the colonel drew a revolver and pointed at the man, took him by the shoulder and ordered him aboard the train.

"The men were largely of the oystermen class, and I saw some ugly knives drawn.

"The colonel telegraphed to Salisbury for Company C to proceed to Delmar at once, and ordered the return of B company to its barracks.

"Without awaiting the outcome, we proceeded with the balance of our force to Dover and marched to the Capitol building which we made our headquarters. We were coldly received and admission to the building refused. We forced entrance and for three days I slept on the Speaker's platform of the House with my saddle for a pillow.

"We began an active search for arms among the citizens, entering a large number of private residences of those known to be disloyal or under suspicion. A number of prominent men were arrested. I assigned them to a room at the Capitol and placed an ample guard over them.

"We combed the city pretty thoroughly and captured a number of guns, etc. From there we went to New Castle, Del.

"Our presence in Delaware had created great excitement. A United States Senator had gone from one end of the state to the other, speaking from the rear platform of trains, denouncing our 'invasion' of Delaware. The people were pretty thoroughly aroused.

"At Dover the morning of our departure, the Capitol grounds were filled with citizens in anything but a placid mood who were disposed to resent our presence and action.

"As I glanced over the crowds I was very much concerned as to the outcome. It was my duty to 'line up' the troops, which I did by clearing a suitable space. After the

line was formed I detailed the left or rear company, as guards for the prisoners, which were still in the building, and returned for them, after forming the guard company in a hollow square at the foot of the steps of the Capitol.

"Seeing that everything had been properly left, I went to the front door with the prisoners and a few soldiers which had been guarding them. I was greatly surprised to find that the regiment had gone and left only the one company.

"The crowd of citizens had moved up closer about the guard company at the base of the Capitol steps, and it looked as if all Dover were there. I ordered the crowd back, and when I got the prisoners into the square, returned to the steps and at the top of my voice ordered the soldiers to shoot any man who came within touch of their bayonets.

"The men were all standing at 'charge,' outwardly. Returning to the center of the square I ordered: 'Forward, march!' And we went down the street to the depot, the crowd following us—sullen and threatening."

Upon another occasion the adjutant wrote:

"We have been moving about, disarming Secession companies. Got few arms. Officers refused to tell where they were. Arrived at Dover at night, and surrounded the town. Regiment was ordered to return to Salisbury, concentrate the troops and proceed to Drummondtown (now the town of Accomac), Virginia. Arriving at Salisbury, we were met by orders to return to Dover. We left the prisoners in camp and returned to Dover. There we arrested more Secessionists and they concluded to come to time and gave up fifty-eight Miunce rifles with

sabre bayonets and we then proceeded to Smyrna. Took sixty prisoners there and now we are in New Castle to disarm a secret company. Have five or six more companies to disarm before we are through.

"We have to keep on the alert. This movement is because the forces on the peninsula are ordered away and we are eventually to take their place and this action is to prevent fire at our rear."

An epidemic of black measles swept the camp while it was here, exacting a heavy toll of man power. A section of the camp was isolated and kept under quarantine. Despite the faithful and tireless services of the regiment's surgeons and physicians some of the patients died and were buried in unmarked graves near the camp site.

Despite the pronounced sympathy in several sections of the peninsula to the Southern cause in the war, there is no record of a drop of bloodshed during the successful military maneuvers to keep the counties in the Union.

There can be no doubt but that the activities of the regiment quartered in the town rendered a distinguished service to the Union, though it did not participate in a single skirmish on Peninsula soil.

Had the Eastern Shore counties seceded, the Union army could not have conducted a successful campaign in northern Virginia, which ultimately made possible the conclusion of the war. The regiment kept clear the avenues of transportation by which supplies were furnished the army in its progress on the western shore of Virginia.

It also prevented the interruption of telegraphic communication between the army and Washington. Military orders were sent in code over the railroad wires to Salisbury and here translated and continued to their destina-

tion. It is said that through this channel official Washington was first informed of Lee's surrender at Appomattox.

Many others from the town, who had not volunteered for service with the Eastern Shore regiment, joined military outfits elsewhere and fought with honor to themselves in many battles. For some the Maryland marker at Gettysburg today designates a final resting place.

Still others took up arms with the Confederate armies for here, as elsewhere in the border states, public opinion was divided.

For many years surviving veterans of the Eastern Shore regiment held annual reunions. Gradually the ranks thinned until at the 1926 meeting, it was decided to forego further gatherings. Today the only known survivors are Goodman Bramble, William Adams and George Harris.

Wicomico veterans formed the John P. Owens Camp, Grand Army of the Republic, and for a long time it, too, was an active organization. In 1911 the membership had become so reduced in number, the camp disbanded.

CHAPTER XVI

The Fight for a New County

FOR nearly a century Salisbury town had been confined almost entirely within the area between the head of the river and Division Street, in Somerset County. Its expansion in the nineteenth century was naturally across Division Street eastward into Worcester County.

The straddling of the boundary line was more and more becoming the source of much inconvenience to its citizens. Those on the east side of the street paid taxes and voted in Worcester. The seat of their government was Snow Hill. In like manner those west of the street paid tribute to the Somerset government at Princess Anne.

Many leading Salisburians began to think in terms of a new county in which Salisbury would be the axis. The town's future seemed assured. The upper tiers of Worcester and Somerset were developing rapidly as population density increased. So why, they argued, should not a separate entity be established.

To this suggestion sponsors of the scheme found ready assent from Barren Creek, Sharptown and villages along the Wicomico River. To them the journey by horseback or vehicle to Princess Anne was long and tiresome, often

requiring more than a day even in favorable weather and circumstances. Adherence to the plan was not so readily given, however, in the lower regions of the two counties.

To politicians the formation of a new county meant the reconstruction of carefully built political fences; the loss of prestige for some who were in power. To others the plan was an inspiration to gain political power with the new order of things. The issue became general and was brought to a semi-climax with the convening of the Constitutional Convention in Annapolis on May 8, 1867.

The delegates elected from Somerset were:

Purnell Toadvine, retired merchant, of Salisbury; Thomas F. J. Rider, attorney, Quantico; James L. Horsey, farmer, Marion Station; Isaac D. Jones, attorney, Princess Anne; and Henry Page, attorney, Princess Anne.

Worcester County sent the following representatives:

J. Hopkins Tarr, attorney, Salisbury; Littleton P. Franklin, farmer, Berlin; Thomas P. Parker, farmer, Snow Hill; Samuel S. McMaster, farmer and merchant, Newton; George W. Covington, attorney, Snow Hill.

Hardly had the State Convention organized to consider the formulation of a new constitution than the fight for the new county was brought to the center of the stage. Tarr and Rider became outspoken champions of the new county. Against them was thrown all the power and political influence of Isaac D. Jones, then a statesman and political leader of recognized ability, McMaster, Page and Covington.

Fireworks flared forth when Delegate Tarr on May 28 presented the Convention with a petition signed by Humphrey Humphreys, William S. Parsons, Wm. Birckhead and 281 others "favoring the formation of

a new county, to be composed of parts of Somerset and parts of Worcester counties."

From that time until the close of the convention, the daily journal of the Convention's proceedings is replete with accounts of the spirited fight between advocates and opponents of the proposed new county.

Meanwhile back at home public meetings were being called in every town and hamlet of the two counties. Ardent leaders of both sides toured the counties with petitions.

If the Civil War had engendered bitter animosity in the hearts of the citizens, it reappeared now with greater intensity. To such extent did some desire to express outwardly their sentiments that some meetings came to abrupt conclusion with fist fights.

Oratory, exhibiting local and imported talent, was used to emphasize the issue. Speakers toured the two counties with blaring brass bands. Fast friends became bitter and lasting enemies. Wherever people gathered it became the chief topic of discussion. Family circles became estranged in some instances through differences of opinions openly and privately expressed.

On June 3, Delegate McMaster presented in the Convention a memorial signed by W. T. Dennis, G. W. Gordy and fifty-nine others opposing the separation. It was followed four days later with the offering by Delegate Page of the signatures of 497 opponents. Tarr countered with 189 proponents, and secured consent of the Convention to have all such petitions referred to the delegations from Worcester and Somerset who would ascertain if signers of the documents resided within the proposed new county. McMaster, feeling that the cause of the opposition needed more support, successfully

sought unanimous consent of the Convention for a one-week leave of absence.

The names of 138 additional opponents were submitted to the Convention on June 13 by Jones, but Rider had not been idle and two days later he brought forth petitions signed by 587 persons favoring the new county scheme. Covington at once produced 137 more opponents. Delegate Parker then took a week's absence to round up hurriedly more favorable petitions.

So controversial had the "new county" issue become that it now threatened the constructive consideration of the new constitution and on June 19 the Convention approved the appointment of a special committee composed of eleven delegates. Delegate Ormond Hammond, Talbot County, was named chairman. The membership consisted of Jones, Horsey and Rider from Somerset, Tarr, Toadvine and Franklin from Worcester, and four others named from the convention floor.

The committee's duty was to check the authenticity of the names on the petitions and, after studying the issues involved in forming a new county, to make recommendations to the Convention. To this group the last petition was presented on June 28.

Advocates of the proposed new county had presented 1,199 names while opposing petitioners numbered 1,117.

The conflict was then transferred to committee rooms where many stormy sessions ensued until July 17, when a majority committee report was submitted to the Convention favoring a new county, subject to referendum of the residents within the proposed boundaries. Though the phraseology of the report was changed several times on the floor of the convention it was finally passed with no material departure in text.

As passed by the Convention the Act creating Wicomico read:

"At the election to be held for rejection of this Constitution in each election district in those parts of Worcester and Somerset counties, comprised within the following limits, viz: Beginning at the point where Mason and Dixon's line crosses the channel of Pocomoke River, thence following said line to the channel of the Nanticoke River, thence with the channel of said river to Tangier Sound, or the intersection of Wicomico and Nanticoke rivers, thence up the channel of the Wicomico River to the mouth of Wicomico Creek, thence with the channel of the said creek and the Passerdyke Creek to Dashiell's or Disharoon's mill, thence with the mill pond of said mills, and Branch following the middle prong of the said Branch to Meadow Bridge, on the road dividing the counties of Somerset and Worcester, near the southwest corner of the farm of William P. Morris, thence due east to Pocomoke River, thence with the channel of said river to the beginning, the Judges of election in each of the said Districts shall receive the ballots of each elector, voting at said election, who has resided for six months preceding said election within said limits, for or against a New County; and the Return Judges of said Elections Districts shall certify the results of such voting, in the manner now prescribed by Law, to the Governor, who shall by Proclamation make known the same; and if a majority of the legal votes cast within that part of Worcester County, contained within said lines, and also a majority of the legal votes cast within that part of Somerset County, contained within said lines, shall be in favor of a New County, then said parts of Worcester and Somerset counties shall become and constitute a

New County, to be called Wicomico County, and Salisbury shall be the County Seat. And the Inhabitants thereof shall thenceforth have and enjoy all such rights and privileges as are held and enjoyed by the Inhabitants of the other Counties of this State.

"When said New County shall have been so created, the Inhabitants thereof shall cease to have any claim to, or interest in, the County buildings and other public property of every description, belonging to said Counties of Somerset and Worcester, respectively, and shall be liable for their proportionate shares of the then existing debts and obligations of the said Counties according to the last assessment in said Counties, to be ascertained and apportioned by the Circuit Court of Somerset County, as to the debts and obligations of said County, and by the Circuit Court of Worcester County, on the petition of the County Commissioners of the said Counties, respectively; and the property in each part of the said Counties, included in said New County, shall be bound only for the shares of the debt, or obligations of the County, from which it shall be separated. And the Inhabitants of the said New County shall also pay the County taxes levied upon them at the time of the creation of such New County, as if such New County had not been created; and on the application of twelve citizens of the proposed County of Wicomico, the surveyor of Worcester County shall run and locate the line from Meadow Bridge to the Pocomoke River, previous to the adoption or rejection of this Constitution, and at the expense of said petitioners.

"At the first general election held under this Constitution, the qualified voters of said New County shall be entitled to elect a Senator and two Delegates to the

General Assembly, and all such County, or other Officers as this Constitution may authorize, or require to be elected by other Counties of the State; a notice of such election shall be given by the Sheriffs of Worcester and Somerset counties in the manner now prescribed by Law; and in case said New County shall be established, as aforesaid, then the Counties of Somerset and Worcester shall be entitled to elect but two Delegates each to the General Assembly.

"The County of Wicomico, if formed according to the provisions of this Constitution shall be embraced in the First Judicial Circuit; and at the times for holding the Courts therein shall be fixed and determined by the General Assembly.

"The General Assembly shall pass all such Laws as may be necessary more fully to carry into effect the provisions of this Article."

When the measure was read the third time and up for final passage opposing votes were cast by Delegates Horsey, Jones, McMaster, Page and Parker. The others voted affirmatively.

Seeking to attach such conditions to the Act creating the proposed new county that it would be defeated when submitted to the voters, Delegates Jones, Franklin, Horsey, Gill and Archer of the Select Committee made a minority report to the Convention and this was made Section 1 of the Article. It read:

"The General Assembly may provide for the formation of New Counties, locating and removing county seats, and changing county lines; but no New County shall be organized without the consent of the majority of the legal voters residing within the limits proposed to be formed into said New County; and whenever a

New County shall be proposed to be formed out of portions of two or more Counties, the consent of a majority of the legal voters of such part of each of said Counties, respectively, shall be required nor shall the lines of any County be changed without the consent of a majority of the legal voters, residing within the District, which, under such proposed change would form a part of a County different from that to which it belonged prior to said change; and no New County shall contain less than 400 square miles, nor less than 10,000 white Inhabitants; nor shall any change be made in the limits of any County, whereby the population of said County would be reduced to less than 10,000 white Inhabitants, or its territory reduced to less than 400 square miles."

It was said that Delegate Jones, afterwards Attorney General of Maryland, inserted the "400 square miles" in the report in the belief that the larger the area permitted to vote on the measure the better the chance for its defeat at the polls. As a result Wicomico comprised a larger area when ultimately formed than its most ardent advocates had even hoped for.

The Act was passed by a majority vote in the special election held September 18, 1867, and became effective October 5. An election for officials of the new county was then held and the successful candidates assumed their duties the following January.

CHAPTER XVII

Wicomico County Is Formed

A FULL realization of the responsibilities involved in the formation of a new county government now began to dawn upon its citizens. The matter of finding suitable quarters for transaction of the public business became the first problem.

There was a county treasury in name only, for it would be a full year before appreciable revenue could be expected. In the meantime governmental expenses would be incurred and the construction of public buildings would be out of the question for some time to come.

It was eventually agreed that the Town Hall, which had provided a setting for dances, tableaux and varied social functions, be rented for sessions of the Circuit Court. This hall was the second floor of the E. E. Jackson Company's general store at the southeast corner of Main and Dock (now Market) streets. A partition separated the stairway from the conglomeration of dry goods, hardware, grain and groceries in the storeroom. The building was a three-story brown frame structure.

The offices of the Clerk of Court, Register of Wills, County Commissioners and Orphan's Court were established in rented rooms on the second floor of the R. K.

Truitt building on the opposite side of Main Street. A drug store occupied the first floor.

Upon this roster of public officials, selected at the first county election in November, fell the multiple tasks of solving the problem of a new government:

State Senator, Col. Lemuel Malone.

House of Delegates, Ritchie Fooks and Samuel Langrell.

County Commissioners, Littleton Dennis, Elisha Holloway, John Robinson, Elijah Johnson and William Langrall.

Clerk of the Circuit Court, Thomas F. J. Rider.

State's Attorney, Thomas Humphreys.

Judges of the Orphan's Court, George A. Woolford and George W. Robertson.

Register of Wills, William Birckhead.

County Surveyor, James A. Disharoon.

Sheriff, William Howard.

A non-jury term of the Circuit Court was held in January. But it was the convening of the regular jury session which brought into the crudely arranged court room the people from outlying regions, many of whom were to witness their first court sessions. In groups they sat upon roughly hewn wooden benches, very ill at ease, though curiously attentive.

Two days before court was to be convened a severe snow storm blanketed the county. Several days elapsed before roads were cleared of high drifts sufficiently to permit the convening of court.

Jurists at the first session were Chief Judge James A. Stewart, Associate Judges Levin T. H. Irving and John R. Franklin. The first case tried was a breach of promise suit.

Representative attorneys in attendance at this term were Charles F. Goldsborough (later a judge of the circuit), Daniel M. Henry and Col. James Wallace, Cambridge; John W. Crisfield and Henry Page of Princess Anne. The former was afterward elected to Congress and the latter was elected a judge.

It was not until 1878 that a court house was built. It stands today on an eminence at the very center of the city, one of the few buildings to survive the disastrous fire of 1886. Once said to be the most handsome court house in the counties of Maryland, its exterior architectural design has not undergone the slightest change.

Twelve years of existence did not bring into the county treasury sufficient funds to justify construction of the court house. The story of the manner in which the building was financed seems almost incredible when the same amount of money could be appropriated by the County Commissioners today and hardly reflect a change in the tax rate.

The townspeople took no small amount of pride in the importance of Wicomico as a separate political entity. The desire for a magnificent building for the county governmental branches became an absorbing topic.

Bids from contractors were procured by the Commissioners and it was agreed the construction costs would be about $25,000. This amount the county could not pay.

Five leading citizens of the town, then volunteered to advance the county $5,000 each in order that the contractors could proceed upon the project without delay.

Col. William J. Leonard, one of the quintet, produced the amount of his pledge and the work was started. When these funds were expended, however, the other four financiers withdrew their pledges for various rea-

sons. No other money being available, workmen on the building went on a strike and construction was suspended for several weeks. Finally the county obtained the amount needed, repaid Col. Leonard and the work was resumed.

Until 1879, when the jail was erected, the county sent its prisoners to Princess Anne for incarceration.

CHAPTER XVIII

Building a Second Railroad

In the readjustment period immediately following the Civil War, future prospects of the railroad were being unfolded. All over the country rail lines were developing new territory. The contagion again seized local financiers, and the Wicomico and Pocomoke Railroad was projected in 1869.

As the name signified, it was an overland connection for the two rivers with Salisbury and Berlin as terminals. Dr. H. R. Pitts, for whom Pittsville was named, became president of the company, in which Col. Lemuel Showell, of Berlin, was the heaviest investor and later president.

The railroad began operations with one small wood-burning locomotive, a passenger car and "trailer" for freight. The trips were arduous, and not infrequently delayed, for it seems the coach had a confirmed habit of "jumping" the narrow gauge tracks; in which event some passengers would lend their strength to setting aright the truant vehicle while others would seek diversion in picking flowers or fruit along the right-of-way.

Eventually another locomotive was bought and fitted out with a short string of cars. This complicated operations. How could the engineer be warned against head-on collision? Finally it was solved when the conductor in

charge of each train was handed this unique dispatch by Jake Henry, general manager:

"Charlie will run until he meets Mack. The nearest to a station will back back."

The Charlie and Mack referred to were Charles Marshall and Samuel McMullin, of Berlin, operators of the two trains.

A typical southern gentleman planter was Colonel Showell. It was said he visualized the Wicomico & Pocomoke as the nucleus of a great railroad system of the future. He was owner of several thousand acres of land, and vessels which plied the seven seas.

While he manifested immense pride in the railroad, he was especially fond of a fine black mare widely known for her fleetness of foot. Several times, it is said, he raced the train from Berlin to Salisbury, arriving here before the puffing little engine hove into sight. And the county roads then were alternately sandy and muddy, while a wide stream had to be forded at the head of the Pocomoke River, on the trip to Salisbury.

Years before he died, at Ocean City, March 1, 1902, Col. Showell's once vast fortune had almost disappeared. Thus ended the career of another picturesque Eastern Shore character.

During its career the road boasted of three locomotives—at various times. The first, called the "Governor Jackson," had been disposed of before the road lost its identity by consolidation with the Baltimore and Eastern Shore Railroad. Then there were the "Daisey" and the "Seaside," which years later were sold with other relics from the original equipment to the Pennsylvania Railroad.

Until 1886 the W. & P. was the nearest approach to

a trans-peninsula railroad. The Eastern Shore and Baltimore alike felt the need for more direct transportation facilities. While every river to the Shore was served with regular boat service to Baltimore, "feeder" lines serving the interior were needed.

A solution was sought in formation of the Baltimore and Eastern Shore Railroad Company to operate a line from Claiborne to Ocean City, absorbing the old W. & P. road. The latter had in the meantime extended its tracks to Hammock's Point on the west side of Sinepuxent Bay, and finally bridged the water to run trains into the resort. A passenger and freight boat was to connect with the trains at the Claiborne pier for Baltimore.

Again local capital was called upon to invest in a pioneer railroad venture. General Joseph B. Seth, of Easton, was elected president of the company; Governor E. E. Jackson, Salisbury, treasurer, and Theophilus Tunis, Easton, secretary.

Preliminary survey for the road was completed from Claiborne to Salisbury on July 9, 1886. The man who carried the first transit in making the survey was W. Uphsur Polk, Salisbury, who later advanced through successive promotion to superintendency of the line, a position he occupied for the last twenty years of the road's operation as an independent line.

Laying of rails was started at Claiborne and moved eastward. As the work progressed train service was started farther along the line until at last the tracks reached Vienna. There the necessity of bridging the Nanticoke River delayed further progress.

The span was completed in September, 1891, more than five years after the first survey was finished. The following month the tracks were connected with the

W. & P. here, and the first train service across the Eastern Shore was established. General Seth celebrated the occasion by conducting an excursion to Ocean City for his hosts and friends.

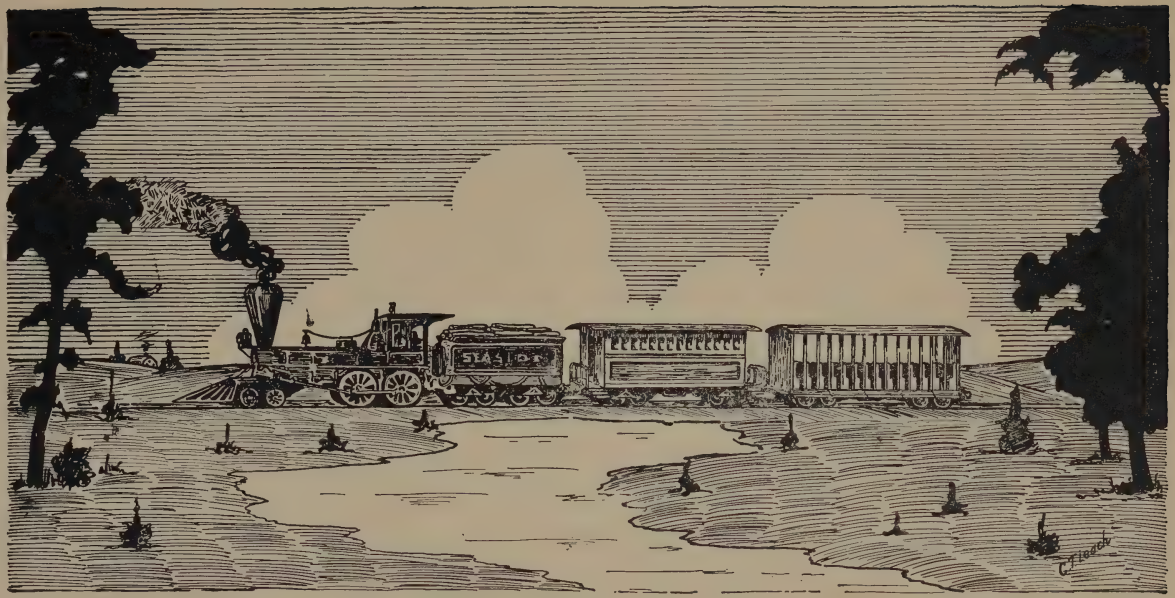
From the very start financial troubles which had marked a greater part of the railroad's history began. Backers of the company found that construction of the line had cost an average of approximately $20,000 per mile, a figure somewhat greater than they had anticipated or provided for. Being unable to meet its obligations, the constructing firm, Godefroy & Howe, took charge of the operations. Until then the company's general offices were located in Easton, but were moved to Salisbury by the contractors and have since remained here.

Meanwhile the B. & E. S. company was attempting to raise the much needed funds to regain control of the road. A most unusual method was conceived.

The railroad passed through Talbot, Caroline, Dorchester, Wicomico and Worcester counties. Someone conceived the idea of inducing the government of each to purchase $20,000 of the company's stock. The question was submitted to the voters whether to give the Boards of County Commissioners authority to subscribe to the stock.

Wicomico County's vote was 2,121 against and 556 for the proposal. Dorchester voters likewise turned a cold shoulder to the scheme. Talbot voted favorably but attached impossible conditions to its approval. The outcome was that no help was obtained from any of the five counties.

In the fall of 1892 Captain Willard Thomson, of Baltimore, operator of steamboat lines, was appointed



A "WOOD BURNER" OF THE WICOMICO AND POCOMOKE RAILROAD (1870)

receiver and operated the railroad for four years, at the end of which time it was offered at public sale. The purchaser was John E. Searles, Boston, Mass., multi-millionaire, who bid $400,000 for the trackage, equipment, franchises, rights and privileges—a property which a few years before had cost nearly one and one-half million dollars in construction alone.

In 1898 a corporation to be known as the Baltimore, Chesapeake and Atlantic Railroad Company was formed, and besides acquiring the Baltimore and Eastern Shore Railroad, the company bought the Eastern Shore Steamboat Company, the Maryland Steamboat Company and the Choptank River Line. The corporation's chief backers were closely allied with Pennsylvania Railroad interest, and from then on the Pennsylvania had much to say in its management and operations. Captain Thomson was appointed vice president and general manager, a position he held until 1905.

Those were the days of the old wooden passenger cars, before the advent of the modern, well ventilated steel coaches, and some one with a tendency for humor interpreted B. C. & A. to mean "Black Cinders and Ashes," a name which was frequently repeated in those earlier days.

Nevertheless, the first decade of the twentieth century was an era of prosperity for the road. The transportation world was awakening to the importance of the Eastern Shore.

The Queen Anne Railroad Company had been formed and was operating between Love Point and Denton with steamer connections across the bay to Baltimore. In 1902 this company procured a franchise from the Maryland Legislature to construct a line from Denton to

Chincoteague Island over a route laid out through Federalsburg, Sharptown, Salisbury, Snow Hill and southward to the island.

Engineers went so far as to survey the route of 120 miles and estimated the cost at $2,500,000. In all towns along the proposed line public meetings were held and the venture received unqualified endorsement and promises of patronage. Sharptown, particularly, was enthusiastic. The plans never advanced beyond this preliminary stage.

Though the road's business up to this time had been good, adversities befell it. The winter of 1903-04 brought a devastating cold wave which for nearly a month blocked all traffic in the bay. On February 8, 1904, a great area of Baltimore's commercial section was laid in ruins by fire. Both incidents reacted disastrously to the company's business, since much of its revenue came from the Baltimore end. A few months later the road went into voluntary receivership.

Control of the railroad passed into the hands of the newly formed Maryland, Delaware and Virginia Railroad Company which also bought and merged its two chief competitive steamboat lines. The transactions were completed January 26, 1905, when the Board of Directors of the B. C. & A. meeting in the company's offices here agreed to guarantee the M. D. & V. Co.'s bonds.

That official act was destined in future years to spell the doom of the B. C. & A. as an independent railroad, for its treasury was unable to meet the annual deficit of the upper shore line.

In 1907 the two companies controlled the operations of 36 bay steamers, each carrying both freight and passengers with Baltimore the home operating port. That

year these boats hauled 517,024 tons of freight valued at $33,609,810, and its passenger lists numbered 854,908 patrons.

Meanwhile the B. C. & A. and Wicomico County were involved in litigation over taxes. First, Baltimore city attempted to collect a tax from the road for its rolling stock, claiming the company was operated from Baltimore. Wicomico successfully contested Baltimore's contention by producing the company's charter which required the company to designate its general offices at some point along its railroad line. These offices had been located in Salisbury since 1891 and the legal residence, therefore, was in this city.

From 1899 to 1906 the company and Wicomico County was involved in litigation over the assessment of the company's real property located in the county. The B. C. & A. contended it should be exempt from taxation on its real estate and fixed physical property that prior to 1899 had not been assessed. In that year the county listed the properties and annually thereafter only to meet with refusal of the company to pay the taxes.

The Maryland Court of Appeals ruled the taxes were assessable; but the county was restrained from forcing payment when the company secured an injunction from the U. S. District Court. From there the case was carried to the United States Supreme Court, which in 1906 rendered a decision that the county was entitled to the taxes. It was somewhat of a blow to the railroad, for it had to pay the accumulation of five years, not only to Wicomico but to the other counties through which its tracks passed.

So much of a financial burden had the M. D. & V.

become that in 1924 the line was sold to representatives of the Pennsylvania.

The state's Good Roads program inaugurated in 1908 wrote the first lines to the obituary of independently operated railroads on the Eastern Shore. Gradually steamboat schedules were curtailed leading up to the abandonment of certain established lines. Then with two or three exceptions the water lines were devoted exclusively to freight service, principally between Baltimore and Shore points.

Like a giant thing that had braved the elements for many years, the once powerful and resourceful B. C. & A. and M. D. & V. began to disintegrate under the persistently increasing inroads upon their revenue.

The B. C. & A. was the last large independent line on the Eastern Shore to fall. In 1928 it was bought outright by the Pennsylvania Railroad and today all Eastern Shore railroads, with the exception of a short branch from Denton to Lewes, Del., are merged into one system.

The once extensive passenger and freight boat service has also become outmoded. These famous old steamers which had traveled every winding nook of the Eastern Shore waterways were taken out of service last spring. Their places have now been taken by more modern vessels, speedier and more economical to operate.

CHAPTER XIX

Schools—Past and Present

PROBABLY no single force so represents the present day progressive spirit of Salisbury as that evidenced in its public school system. In modern buildings the students are provided a curriculum which the best national and international education authorities have pronounced to be among the best obtainable.

No picture of Salisbury's past would be nearly complete without a portrayal of the development of this standard of education for the city's youth. No other historical facts can offer greater contrasts with the conditions that were and the modern age.

Until 1689 the Maryland Colonial government did nothing for educational advancement within the province. And it was many decades later before material progress became evident in that direction.

After the Catholic rulers had been set adrift and the colony declared itself directly responsible to the king of England, some thought was given to local education. In 1694 an act was passed for the "encouragement of learning" and the "advancement of the Natives." The idea of free schools was first advanced, to be supported in part by subscription from the planters, merchants, and traders, and private contributions from England. Two such

schools were authorized, one at Oxford, on the Eastern Shore and the other at Severn, on the Western Shore.

In 1723 a more vital step was taken when the Provincial Assembly passed a law calling for the establishment of a school in each of the twelve counties. Each school was to be under the direction of seven visitors who were to select a 100 acre site near the center of each county and employ a master at a salary of 25 pounds per annum.

In conformity with this plan a school was established in Somerset and subsequently in Worcester, after that county was formed in 1745. In none of the counties did the plan prove as successful as the sponsors had anticipated and it was generally conceded to have been a failure.

Owing to the lack of sufficient funds to employ proper masters, the Somerset and Worcester schools were united in 1770 and thereafter became known as Eden School, in honor of the new governor, Robert Eden, who arrived in the province in 1769 and departed under a flag of truce in June, 1776. The funds subscribed by private parties were consolidated and the school became more successful in carrying through the purposes for which it was founded. The school was at the site of the present town of Eden.

Up to this time the youth born to parents of greater wealth were given the benefit of private tutor or, as in the case of a few, were sent to institutions in England. Those of lesser financial standing received their education from the rare visits to the household of the clergyman or from some members of the family. In fact, education was considered the lesser of several problems confronting the settler and his family.

The education received in this manner was of necessity elemental. It was to develop the youth beyond the accomplishments of the home study that the famous academies which came into being at the close of the revolution were established throughout the State. A few of these, however, were founded before.

In 1767, a number of well-to-do citizens of Somerset founded at Princess Anne the institution known as Washington Academy. In its first year it boarded and lodged 18 students. In 1772, and again immediately after the close of the war, the buildings were enlarged and in 1784, eighty students were enrolled.

The non-sectarian attitude of the institution, and the course of instruction offered, advanced it high in public estimation. Here, as in most of the academies, the curriculum corresponded to that of the modern junior colleges. At Washington Academy the subjects taught included oratory, moral philosophy, natural philosophy, mathematics, geography, history, Latin and Greek. The cost of board and incidental expenses of the students averaged from 18 to 20 pounds, in addition to a tuition fee of 6 pounds per annum.

In 1796 Eden School was in a state of ruin and was ordered removed to a "more healthy location convenient to the two counties." Six years later the building was burned. The property was sold and the proceeds divided between Washington Academy and the Worcester County School, which were incorporated under the same act. In 1812 Worcester County School and a private academy at Snow Hill were united under the name of Union Academy.

It should be mentioned here that in 1782 the Kent County School was erected into Washington College, so

called "in honorable and perpetual memory of His Excellency, George Washington, the illustrious and virtuous commander-in-chief of the Armies of the United States." Three years later St. John's College was founded in Annapolis and soon the two were united into the University of Maryland, an experiment that was not successful and resulted in their later segregation.

The Salisbury Academy was founded in 1818. The building stood on what is now North Division at Chestnut Street. The structure was destroyed in the fire of 1886. Buckingham Academy, in Worcester, was incorporated in 1813.

These academies were supported by a small contribution from the State, tuition from the students, and by private contributions.

Still the problem of educating the masses had not been solved. Many private schools were established. The first semblance of the system now in vogue appeared in the act of 1825, which was based upon a comprehensive survey of the State made by Littleton Dennis Teackle, of Somerset, who afterwards became the first State superintendent of schools.

Until 1850 but little attention was devoted to the education of the girl except in housewifery, domestic duties and, in rarer instances, the fine art of social etiquette for the mistresses of large plantations. Betty Co-Ed did not appear until after the Constitution Convention of 1867. Until then she attended private schools for females only. Salisbury had two such schools, though of limited patronage.

A building once noted as a private school is now occupied as a grocery store on Walnut Street. It was long

—*Photo by Sklar*

THE NEW ONE THOUSAND STUDENT HIGH SCHOOL BUILDING

known as "Rebel School" for its students were vociferous in voicing sentiment for the Southern Confederacy.

Out of that convention, as we have already shown, Wicomico County was formed. The educational problems now become more localized.

The newly elected Board of County Commissioners appointed one School Commissioner from each of the then ten election districts. This body, when it met on April 15, 1868, was composed of the following: Joseph Brattan, elected president, Thomas I. Turpin, William U. Roberts, William G. Gordy, L. James Cathell, William W. Disharoon, Samuel Fooks, George W. Hitch and James Robinson.

L. P. Humphreys was selected school examiner, secretary and treasurer, at a salary of $500 per year, though required to furnish bond for $20,000.

The school year was divided into four terms in contrast with the present two semesters. The fall term began September 15 and closed December 1; the winter term December 2 to February 24; the spring term February 25 to May 14; the summer term May 15 to July 30.

The salary of teachers was fixed at $80 per term in schools having an average of 15 pupils or less, with an allowance of $1.50 for each additional student up to 30, and $1 per pupil in excess of 30 but not more than 50. Assistant teachers received salaries of $55 per term. This basic scale, however, was reduced the next year and thereafter appears to have fluctuated, depending upon the financial status of the county in any given year.

The vigorous opposition in parts of Somerset and Worcester to the formation of Wicomico appeared in the efforts of the Wicomico School commissioners to obtain

all maps, books, stationery and other accoutrements which the local commissioners claimed were due this county. The Worcester and Somerset commissioners flatly refused to surrender the supplies. There is much said in the record of early proceedings of the Wicomico commissioners about their efforts to effect the exchange.

No record is available to show how many schools existed in the county prior to the establishment of the free public school system in 1867, but in the first year of its existence the Commissioners authorized the construction of 24 one-room schools. These ranged in price from $175 to $450, with an average cost of about $325. At one time the body voted 5 to 5 on the proposal not to pay more than $300 for a school.

In 1870 the number of commissioners was reduced to three. The law required a minimum appropriation for schools of 10 per cent. of revenue produced by taxation. In 1873 the school levy was 20 cents.

The text books designated by the commissioners were McGuffy's Readers and Spellers, Smith's English Grammar, Davies Series of Mathematics, Cornell's Series of Geographies.

At the meeting of the board February 6, 1872, trustees of Salisbury Academy offered that property for use as a high school and stated they would introduce a bill in the Legislature to legalize the proposal. The board, replying there were insufficient funds, delayed definite action.

In January of the following year a structure 20 by 30 feet and two stories in height was built at a cost of $1192.59 and designated as the Salisbury high school. The same carpenters built desks, benches and other equipment for $125.

Thomas H. Williams served for seven years as the first principal. The trustees were Samuel A. Graham, Thomas Humphreys and James Cannon, father of Bishop James Cannon, Jr., of the Methodist Episcopal Church South.

The board was reduced to three members—its present strength—in 1870. The demands for schools so sorely crippled the county's finances that we find the Board decided to shorten the terms and in 1872 completely omitted the summer sessions.

First mention of health in the public schools was made in 1873 when the board appointed physicians to visit each school and examine the pupils for vaccination.

CHAPTER XX

The Fire of 1886

On Sunday, October 17, 1886, the rhythmic pealing of church bells summoning the townspeople to evening religious worship was suddenly changed to a riotous clanging to sound an alarm of fire.

A blaze had accidentally been started in a stable at the property of Frank Toadvine in Dock Street and almost at once it had enveloped the large livery stables adjoining.

Borne on the crest of a stiff south wind the flames spread in a few minutes to the rows of frame buildings on Main Street and rapidly ate its way through the commercial section.

Many had not noticed the alarm sounded by the church bells and the rapidity with which the flames advanced gave them insufficient warning for removal of furniture and personal effects from the buildings.

After the destructive fire of 1860, the town had purchased a steam fire engine which had immediately been rushed to the scene, but arrived there the engine failed to operate.

The whole town stood helpless as the fire swept through dwellings, stores, post office, Protestant Epis-

DEVASTATION OF THE FIRE OF 1886 AS VIEWED FROM POINT NEAR CAMDEN BRIDGE

copal church and the Town Hall. The inhabitants could do nothing but wait until all combustible material in the fire's path was consumed.

When the last embers had died out, twenty-two acres in the very heart of the town were completely devastated. If an earthquake had opened fissures in the ground and swallowed the buildings, destruction could not have been more thorough.

Tall gaunt brick chimneys stood sentinel-like over the scene of ruin. A few pieces of charred timbers marked the site of former buildings. The entire commercial section and many homes were obliterated, the wasteland extended from Camden Bridge to the residence of Mrs. Margaret Parsons on N. Division Street. Overlooking it all was the red brick court house on the elevation where it had recently been erected, the most important structure which had escaped.

The loss was estimated at $800,000, a little more than half covered by the $405,560 of insurance.

The St. Peter's church bell which first rang out the fire alarm was later placed in the court house tower where it hourly informs the town of the passing of time.

Undaunted by this latest catastrophe, Salisbury began to rebuild. Main Street, conspicuously narrow today, was widened five feet, and this time the business district was revived in brick and cement.

In sharp contrast to the present city, was the town before the fire, when it boasted of but five brick buildings. It is interesting to recall a mental picture of Main Street before it was laid in ruins.

On the southwest corner of Main and Division, where now stands a large office building, was a little two story structure, the first floor occupied by a barber shop and

the second floor by the law offices of Thomas E. and Houston Humphreys.

Next was the tin shop of George McBriety with an antiquated photograph gallery on the second floor. Then came the brown frame store house and dwelling occupied by George Moore, adjoined by a barber shop of Wesley Williams, negro. The office of the Adams Express Company was next, with the dwelling of Thomas H. Williams on the second floor.

Then in succession were the boarding house of Mrs. Gunby and the millinery shop of Miss Laura Brenizer, over which was a residence.

Farther down the street was the large store building of L. W. Gunby, formerly occupied by A. G. Toadvine. The office of John Rider was next and then the post office, clothing store and dwelling owned by Gov. E. E. Jackson. West of this was a fish store adjoined by the residence and store of Henry J. Brewington.

In order came then a brick store building, the hardware store of Henry Scott Brewington, the Whittington shoe store and residence of H. S. Brewington, the residence of Dr. W. G. Smith, one story office structure of Handy Fooks, the brick building formerly occupied by the Bank of Salisbury, above which were the law offices of Holland and Cooper, the big whisky warehouse of S. Ulman and Sons and the Jackson store building on the second floor of which was the Town Hall.

West of Dock Street was a row of low, rambling frame buildings used as general stores and two saloons.

On the west side of Main Street were low frame stores broken only by the brick building of R. K. Truitt and brick residence of Captain Hooper.

For some years prior to the fire the principal improvement to Main Street had been the erection of the Byrd Opera House, two doors from Division Street. It was a pretentious structure, though of frame material and was devoured by the flames two hours after the fire started.

CHAPTER XXI

The Town Government Changes

UNTIL 1888 Salisbury was governed by three commissioners. In that year a new charter was granted and the mayor and council form of government was instituted with a full time treasurer, who is also clerk to the council and the collector of all municipal levies.

The city has had twelve mayors, only one of whom served more than two terms of two years each. The mayoralty roster records the incumbents and the dates of their tenure as follows:

1888–1890	A. G. Toadvine
1890–1894	Thomas Humphreys
1894–1898	Randolph Humphreys
1898–1900	Jehu Parsons
1900–1904	Charles R. Disharoon
1904–1910	Charles E. Harper
1910–1912	W. F. Bounds
1912–1914	Frank Kennerly
1914–1916	W. F. Bounds
1916–1920	I. E. Jones
1920–1924	Arthur Kennerly
1924–1928	L. Thomas Parker
1928–	Wade H. Insley

It is traditional that the voters of Salisbury elect mayors who were not born in the city. There is said to be only one exception—Mayor Thomas Humphreys.

Like so many other records that would be of value in tracing the history of Salisbury, all official papers on which were written the proceedings of the town commissioners have disappeared, probably have been destroyed in one of the great fires.

There is, however, an uninterrupted record of all meetings and official acts of the mayor and council since 1888 on file at the City Hall.

Contract for erection of this structure was awarded in 1886 at a cost of $5,500. Today the same building would cost at least ten times that amount.

The building is of brick, three stories in height and is surmounted by a tower reaching 72 feet from the ground. In this tower was formerly a bell that sounded the fire alarm.

On the first floor are located the clerk-treasurer's office, the police station, and the office of the building inspector. The second floor is occupied by the city engineer and his staff and the council chamber, a rectangular room in which the council sessions are held.

The city government, as constituted under the existing charter, is divided into several departments. The water and sewer departments, upon which the city has expended more than $800,000 since 1926, as well as the street department, is under the supervision of the city engineer.

The police department is directed by a chief of police, who, with all patrolmen, are appointed by the mayor—with the approval of the council—and all members are directly accountable to the mayor.

The legal department is directed by the city solicitor who is appointed and confirmed in the same manner as the police.

Judges of the People's Court, appointed biennially by the governor of the state, constitute the judiciary department. The judge appoints a full-time clerk. The county State's Attorney is, by law, made the prosecuting attorney in the city's criminal cases before this tribunal. Expenses of the People's Court are defrayed jointly by the city and county.

Judges of the People's Court have broader jurisdiction in both criminal and civil cases than the magistrate, but more restricted authority than the Circuit Court jurists.

The health department is operated under a plan to which the city, county and state are parties. Each government contributes a proportionate share to the expenses.

The personnel consists of a director, who must be a physician qualified for public health work, a full-time nurse and a stenographer.

The building inspector is empowered to enforce the building code and to grant building permits, though the applicant whose permit has been refused has the right of appeal to the council.

The harbor master is the "custodian" of the harbor and keeps a record of the movement of vessels, their cargo and value.

CHAPTER XXII

Development of the Port

IT WAS not until comparatively recent years that commercial interests of Salisbury aroused to the fact that Wicomico River, if properly developed, could be converted into a great asset as a medium of transportation.

In 1872 and for eight years thereafter Congress appropriated $5,000 annually to build up a fund that would make possible the dredging of the waterway. To this was added $2,000 in 1881 and $10,000 two years later. This amount was sufficient to defray the cost of dredging from the sound to the Cotton Patch a channel 8 feet and varying in width from 75 to 100 feet.

Another survey by the War Department in 1888 was followed by a second dredging project which provided a channel of uniform depth of nine feet from the sound to Main Street bridge. Appropriations for this work were made as follows: September 19, 1892, $10,000; August 18, 1894, $6,500; June 3, 1896, $3,700.

Though the completion of this work wrought a vast improvement in the navigable possibilities of the river, Salisbury was almost entirely without a harbor to accommodate the larger vessels. A broad demand for such facilities arose. It was the custom of oystermen, at

the close of the season, to bring their families to Salisbury for a week or more. Their boats literally cluttered the head of the river at such times. It was said one could walk across the river at times by stepping from boat to boat.

North of the Main Street bridge, which then was the head of navigation, was a broad branch out of which arose an island. On the south the river was fed through the falls of Humphreys Lake.

In 1904 a delegation led by Mayor Charles E. Harper, E. S. Adkins and former Representative Wm. H. Jackson succeeded in gaining the support in Congress of Representative Harry Covington, U. S. Senator John Walter Smith and Isadore Raynor in dredging the branch from the Main street bridge to the "tumbling dam" at Isabella Street. Their combined efforts were successful, for at the close of 1906 the project, for which the government appropriated $100,000, was completed.

A year previous, the old Thomas Humphreys pond broke the S. Division Street dam, flooding the lower section of town. After three futile attempts by the city to restore the dam, the War Department was urged to construct a draw bridge there. In the meantime the Salisbury Realty Company had been organized and bought from the Humphreys estate the entire pond area with the view to development of the wharf property. The land was reclaimed by dredging and extension to the south prong, connecting in the remote eastern region with Schumaker Lake.

Old residents delight in recalling that much of Salisbury's business section is being extended into that area which had, until the early part of the twentieth century,

been under water. The Post Office and other East Main Street buildings now occupy this site.

For two decades after completion of the government dredging of the river proper little had been done to maintain the channel, a maintenance fund provided by Congress having been unused. Fallen logs and accumulation of débris in the channel became hazardous to navigation, so that only small draft vessels could use the waterway at low tide.

Again the business men of the town, led by former Mayor Harper succeeded in procuring an appropriation for restoring the channel to a uniform depth of 9 feet. The fund of approximately $40,000 was exhausted before the work was completed and the War Department was prevailed upon to use the accumulated maintenance fund to finish the project.

Prior to 1926, the War Department consistently rejected all proposals for dredging the channel to a greater depth, on the grounds that traffic did not justify the expenditure. The Chamber of Commerce and shippers began the collection of data on tonnage hauled annually over the river and the figures revealed that Salisbury had assumed the position of the second port in Maryland.

With the aid of Representative T. Alan Goldsborough, the approval of the District Engineer and the Rivers and Harbors Committee of the House of Representatives were impressive. An appropriation of $75,000 was made with an added $5,000 annually for maintenance.

When the work started, however, the channel was ordered dredged to 13 feet at mean low tide and the project was completed in the summer of 1931 at a cost of approximately $100,000.

This has been followed by the charting of the river by the U. S. Coast and Geodetic Survey. When the latter is completed, the Lighthouse Service will mark the channel with buoys, which will further encourage use of the waterway and development of the city's harbor.

CHAPTER XXIII

Newspapers and Politics Over Seven Decades

BETWEEN the political history of Wicomico and its newspaper ventures there always existed a decided parallel, until recent years when the papers have assumed a marked degree of economic independence.

Some of the newspapers gained undeniable power and affluence in the county and state, while others quickly passed beyond the horizon. Of the fifteen publications started in Salisbury there are surviving—and apparently flourishing—today the daily Salisbury Times and the weeklies, The Salisbury Advertiser and The Wicomico News.

The city's first newspaper was the Sentinel, published by John Morgan and R. Reese Morgan, his son. It was a four-page, five-column folio 20 by 27 inches in size, making its appearance on Saturday, October 1, 1859.

The Sentinel's office was in the counting room of a store at the corner of Main and Market streets. The paper was produced on a small hand press in one corner of the room.

On the first page, the makeup usually consisted of poetry, a short story and news of a general nature. The second page was devoted to an editorial, local deaths and marriages, Baltimore and Salisbury markets and the schedule of the Delaware Railroad, showing two trains

north daily. The other two pages were given over wholly to advertising.

Among the advertisers were these: Henry J. Brewington, Walter Scott Brewington, tailors; William Birckhead, dry goods; Charles F. Dashiell and James Hubbard, fancy groceries; F. Newman, Hooper & Leonard, Thomas Parvin, Toadvine and Vincent, general stores; William Waller, stoves and hardware; George Wilson, restaurant and groceries; Dr. Wm. T. S. Smith and Dr. Samuel G. Todd, dentists; Samuel A. Graham and Jones & Irving, attorneys-at-law.

The Sentinel was published weekly until after the beginning of the Civil War, when the younger Morgan went south to join the Confederate forces.

For a few years, the county was without a newspaper. Then out of the conflict over the formation of the new county, originated The Salisbury Advertiser, the city's second newspaper venture which appeared in the early part of 1867 with R. Reese Morgan, who had returned from the war, and Samuel Q. Parker as the publishers. The printing equipment was located on the second floor of the building now designated as 101 Market Street, which had previously been used as a school room.

Thomas F. J. Rider, a leading advocate of the county and a member of the Constitutional Convention in which the question was being debated, wrote the editorials. Literary contributions were also made by Thomas Humphreys, Albert E. Acworth, Dr. Marsters, Frank C. Todd, Augustus Parsons, Ephraim G. Polk, Edward Burford and E. Stanley Toadvine. The latter wrote society news items and read galley proof.

Within the next few years its ownership changed several times, usually prompted by the sway of political

sentiment rather than for economic reasons. John O. Freeny, later school examiner and county treasurer, was owner from 1870 to 1873 when it was purchased by Col. Lemuel Malone. During the next nine years he purchased and eliminated The Bachelor and The Eastern Shoreman. In 1882 The Advertiser was sold to Joseph A. Graham, then publisher of The Salisbury Times who merged the two weeklies. Soon afterward he was elected State's Attorney but in 1884 resigned from that position, sold his newspaper to Thomas Perry, and went to a western state.

Mr. Perry sold a one-fourth interest to Ernest Hearn, which ownership continued until October 1898, when Mr. Perry's interest was sold to William M. Cooper, and J. Cleveland White. Four years later they sold the paper to S. King White and J. Roscoe White. This ownership continued for twenty years. In 1922 a merger agreement was effected with The Wicomico Countian by which The Wicomico Publishing Company, publishers of the latter, became the owner. With slight changes, the officers of the corporation were the same as today with L. Atwood Bennett as president.

The active executives are: I. E. Jones, general manager; E. Sheldon Jones, managing editor; S. King White, editor; Wallace H. White, advertising manager and Archie Jones, plant superintendent.

During its variable career, The Advertiser has absorbed several of its competitors in the local weekly newspaper field and, in turn, has itself been absorbed several times, and though its owners from time to time have represented divergent thought and creed the paper's original name has been retained through it all.

Following close upon the appearance of The Ad-

vertiser, The Eastern Shoreman made its bow as the organ of the Democratic party. It was printed on the second floor of the building at the northwest corner of Main and Division streets, above the store of Granville R. Rider. The founders were Charles A. Wailes and Joseph C. Bell. Later Mr. Bell became the sole owner and continued the publication until it was sold in 1872 to E. Stanley Toadvine, and J. Augustus Parsons. A year later we find Mr. Parsons the sole owner.

In 1873 the Independent ticket, composed of Democrats and Republicans, Col. William J. Leonard for House of Delegates, E. Stanley Toadvine for Clerk of Court, Joseph Brattan for Register of Wills, Levin W. Wilson for Sheriff and others, desiring a mouthpiece, bought the paper from Mr. Parsons and made J. Hopkins Tarr the editor.

The election was warmly contested and resulted in the election of most of the Independent ticket, including Col. Leonard; Milton A. Parsons, Simeon Malone, John William Laws and George W. Robertson, for County Commissioners; and Samuel E. Foskey, for Surveyor. Mr. Wilson, who lost the bid for Sheriff by 13 votes, was made Collector of Taxes and Mr. Toadvine Clerk to the County Commissioners.

The Democrats elected: Stephen P. Toadvine, Clerk of the Court; William Birckhead, Register of Wills; William S. Moore, Sheriff; James L. Bedsworth, to the House of Delegates, and Benjamin W. Truitt, County Commissioner.

Mr. Tarr resigned as editor the following year and was succeeded by John W. F. Cooper. A year later it was bought by A. L. Richardson who sold it to Col. Malone, owner of The Advertiser.

The New Era was started in 1868 as a Republican organ and was printed in a building at Division and Water streets. It was published and edited by Owen T. Wharton who, it was said, had the backing of Col. Samuel A. Graham, Levin D. Collier, C. Wilson Horner and other Republicans.

As a Republican progeny it did not receive the patronage it deserved because of the bitter enmities engendered by the Civil War, and by the action of the Republican registration officers in declining to permit the registration of some of the "best citizens" after formation of the new county. It was short lived, the mechanical equipment being transferred to Crisfield.

In 1870 R. Reese Morgan started his third newspaper enterprise, The Bachelor. It was said the name was chosen because its chief financial sponsors were his former partner—Samuel Q. Parker—Charles F. Holland, afterwards a Circuit Court judge, and George W. Cooper, all bachelors.

Amanda Dennis, widely-known poetess, wrote many a brilliant gem for the paper. The sensation of its four years existence, however, was a weekly publication of "The Gossip Club's Diary," written by Mr. Holland as a jocular pleasantry supposedly giving the doings of a social set of Salisbury. It caused many laughs and probably more heartaches, resulting in much resentment for the writer though he was not as much to blame as Col. Malone, who furnished the details on which the diary was written. The Bachelor and The Advertiser were merged in 1874.

A new candidate for public favor appeared in the ranks of newspaperdom in 1879 when Joseph A. Graham began publication of the Salisbury Times. Mr. Graham,

the son of Col. Samuel A. Graham, was a facile writer, and although his fathers and brothers were staunch Republicans he affiliated with the Democratic party. In 1882 he purchased The Advertiser and for a time ran both names at the paper's masthead, later dropping The Times.

Under the conductorship of Captain Levin A. Parsons, editor and publisher, The Peninsula Patron made its appearance in the early eighties. Though it was a live newspaper its span of life was short. The plant which had been located in the building of Nat Parsons on Division Street at the head of Main, was sold to a Laurel, Del., publisher.

In October, 1884, Thomas F. J. Rider and Clarence L. Vincent, the latter now one of the publishers and the editor of The Democratic Messenger, at Snow Hill, started The Wicomico Record in the Williams Building on Division Street.

Two months later Mr. Rider was appointed State's Attorney to fill the vacancy made by the resignation of Joseph A. Graham and in 1885 The Record was sold to Elihu E. Jackson, Stephen P. Toadvine and Dr. L. Sydney Bell, the latter becoming manager and editor. When the plants of The Record and The Advertiser were destroyed by fire in 1886, the two enterprises were combined.

In May, 1886, A. Lee Lankford, an advocate of the doctrine of organized labor, founded The Wicomico News in a building on the west side of Division Street, the property of the heirs of Dr. Cathrell Humphreys. He immediately started upon the trail of State Senator E. E. Jackson, who then was candidate for governor.

At that time there was employed in The Advertiser

plant by Thomas Perry an apprentice printer, Marion V. Brewington, who asked for an increase in his seven-dollars-a-week salary and was denied it. He resigned, and induced his brother, Harry L. Brewington, to join him in purchasing The News. The two borrowed the money to buy the old Washington hand press and miscellany of type and became compositor, pressman, editors and publishers. That was a year after the paper was founded.

For thirty-one years they devoted their energies to developing The Wicomico News and succeeded in making it the most successful newspaper venture of any during, or preceding, their entrance into the field. From it they made comfortable fortunes. During their ownership they erected a monument to their enterprise in the commanding structure at the northwest corner of Main and Division streets which became the home of The News.

Under the control of the Brewingtons—in later years they were joined by Walter J. Brewington—The News successfully advocated numerous improvements in the form of county and city government. It was mainly through the fruition of their sponsorship that remarkable civic and educational progress was made in Salisbury and the county. In 1899, while junior editor, Marion V. Brewington was elected to the State Senate and served in that body for eight years, a period when the Democratic party was making political history in Maryland. During the Brewington ownership the paper was consistently Democratic in politics, not hesitating upon occasions to engage in party primary fights.

On August 1, 1918, the Brewingtons sold the entire operation, newspaper, plant and building, to The News Publishing Company, a Maryland Corporation which had

been formed to enter the newspaper field, and the paper's business and mechanical operations were moved to the company's building at 114 Main Street.

Fred P. Adkins was president of the company which listed among its stockholders and directors, E. Dale Adkins, Harry C. Adkins, Samuel F. M. Adkins, Charles W. Bennett, Charles O. Culver, Levin W. Dorman, State Comptroller Wm. S. Gordy, Jr., Graham Gunby, E. D. Mitchell, Oscar L. Morris, Sr., R. Harry Phillips, Walter S. Sheppard, F. W. C. Webb, Dr. E. Riall White and Col. Amos W. W. Woodcock.

Politically, the paper's policies became independent in view. Calvert L. Estill was made managing editor and later was succeeded by Harry K. Smith, Jr.

On December 3, 1923, the News Publishing Company launched the city's first and only daily newspaper, The Salisbury Times. As an evening newspaper it carries the Associated Press membership for Salisbury and territory within a thirty mile radius, which provides full leased wire service and numerous other features of a metropolitan publication.

Later Alfred T. Truitt became business manager and Charles J. Truitt editor of the company's two newspapers. On August 1, 1927, they entered into a contract to purchase the company, including its publications, printing plant and building. Alfred Truitt became president and manager; Charles Truitt, vice president and editor. The political policies of the two papers changed to Democratic.

Col. Lemuel Malone again entered the newspaper field in 1891 as publisher of The (new) Sentinel. A supporter of the Fusion ticket, it made a good fight, but Gov. E. E. Jackson and his brother, Wm. H. Jackson,

threw their combined strength behind the Democratic ticket.

Frank Brown for governor had a county plurality of 934; James T. Truitt, for Clerk of Court; Levin J. Gale for Register of Wills, E. Stanley Toadvine, for State Senate, and the remainder of the Democratic ticket was elected by pluralities ranging from 559 to 660 votes.

Of this latest venture, Col. Malone tired after six months and sold his plant.

By 1896 William H. Jackson and his brother, Col. Wilbur F. Jackson, were but lukewarm to the Democratic ticket and two years later bolted to the Republican party. The former soon became the party's Eastern Shore leader, a position he held for many years only to be succeeded by his son, William P. Jackson, who for twenty years prior to the recent National Convention was Republican National Committeeman for Maryland.

Col. Jackson became the party's candidate for Congress in 1898 but was defeated by the Democratic candidate, John Walter Smith. There existed an apparent need for a party organ in the county and the Jacksons joined with Elijah S. Adkins, A. J. Benjamin, Wm. M. Day, Thomas H. Williams, Robert P. Graham and other Republicans in financing The Courier, which appeared April 19, 1899.

Alan F. Benjamin who had helped to round up the financial support for the project became the editor and was assisted by William W. Leonard. Other contributors of articles were E. Stanley Toadvine, John H. Waller, John Slemons and Dr. L. Sydney Bell.

The Courier became a "live" publication, advocating Republican party policies with a vitality that neither saw nor gave quarter to its political foes. Though it did its

part in the campaign, it could not elect William H. Jackson over his Democratic opponent, Marion V. Brewington, for the State Senate in 1899.

It did, however, play a prominent part in electing Mr. Jackson the following year, when he opposed John W. Moore for Congress.

Two years later, 1902, The Courier played a leading rôle in the Republican party's successful fight to return Mr. Jackson to the District's seat in the National House of Representatives, by defeating James E. Ellegood, the Democratic candidate and fellow-townsman.

The paper's own literary efforts in that spirited contest was augmented by cartoons contributed for publication in the Eastern Shore district by McKee Barclay, famous cartoonist, then on the staff of The Baltimore News.

When Mr. Benjamin left for a honeymoon in 1904, Dr. Bell edited the hide-bound Republican publication as a Democratic paper, much to the mortification, it is said, of Mr. Benjamin, who made the discovery after his return.

The Courier was later sold to Elmer H. Walton who continued its publication until April, 1913, when it stopped, only to start again on May 3 as The Advocate, under which name it was published until August 8, 1913. In March, 1914, The Tribune Publishing Company, Emmett D. C. Hegeman, president, Elmer H. Walton, secretary and treasurer and Charles O. Carter, editor and manager, resumed its publication under the name The Maryland Tribune, continuing until January 25, 1919, when it was purchased at mortgagee's sale by Mr. Hegeman.

CHAPTER XXIV

Farming—Then and Now

TIME has not only wrought a change in industries of this section, but it has also revolutionized agriculture. Of the crops grown by the earliest settler, corn alone survives. The white planters found it growing here when they arrived, and before them the Indians probably had cultivated it for a century or more.

Tobacco, that once all-important medium of exchange between the settlers and the principal commodity of export is grown on the Eastern Shore no more, although in southern Maryland, where climate and soil are somewhat similar, the finest tobacco is produced.

Few of the truck crops grown in the vicinity of Salisbury today were known here a half century ago. In fact, most of the farm products which now produce the greatest revenue for the farmer are of recent origin.

Flax and cotton, both considered as late as the early nineteenth century to be essential commodities on every farm, have completely disappeared. These crops were harvested and used in the production of home spun clothing for thousands of families who neither had the financial means nor the opportunity to buy imported goods.

Many a household had its loom and spinning wheel.

And the housewife treasured her knitting needles, for these facilities, now obsolete, were the means of providing suitable apparel for the members of the family.

Of course, nearly every farm had its patch of sugar cane, which was converted at the mill into a home necessity.

Strawberries, considered for many years the farmer's most remunerative crop in the area, were first cultivated from the wild state in 1860 by George and Henry Adams, at Portsville, a village between Laurel and Sharptown.

The first shipments on record were made from Pittsville in 1868 by Dr. G. W. Truitt, Richy Fooks, L. J. Timmons, and about the same time from Sharptown by R. T. White and Hiram B. Cooper.

It was many years later that Luther Elzey, a farmer near Laurel, first placed sweet potatoes upon a commercial basis. He is credited with having introduced the bedding method of producing plants and is said to have operated the first commercial hot house that made possible preservation of the tubers through the winter months.

The Irish, or white, potato was introduced from Virginia and with the exception of corn is the oldest commercial crop.

The University of Maryland Extension Service must receive credit for the high scientific plane upon which truck crop growing is established in this section. Through experiments and research, the institution has, in the last two decades, brought forth many of the crops which enable the farmer to maintain crop rotation, extending the harvesting period from early March to long after the first fall frosts have fallen.

Methods of cultivation have periodically undergone

a tremendous change. The noble ox, once to be found on nearly every farm, is no more. This animal was once considered indispensable. In the "breaking up of new ground," the conversion of an erstwhile woodland into a tillable farm, oxen were invariably used. And he filled a need in that capacity for his sure-footedness was unequalled by horse, mule or mechanical implement.

The popular belief once prevailed that the ox was stronger than the horse and mule and, therefore, his duties on the farm were the more arduous.

Aside from the tilling of the soil, he was used to drag heavy timbers from virgin forests. He was yoked singly, or in pairs to the cart and though slower than other beasts of burden, he negotiated distances that would tax the stamina of other animals.

Just as the ox was replaced by horse and mule, the latter two have in many instances been supplanted by the tractor and other mechanical implements of the modern age. These modern devices are called upon to render services equal to any ten animals and to do it with efficiency.

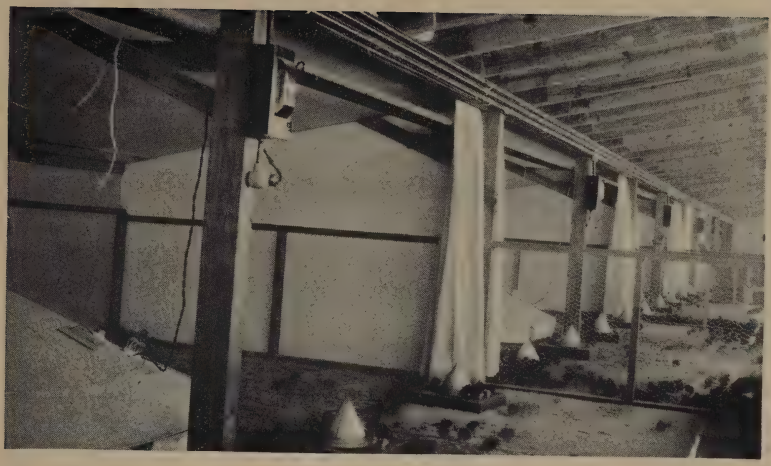
The buggy and carriage have relinquished their place on the farm to the automobile. The wagon and dearborn have given way to the motor truck.

The modern method has led to the more intensive cultivation of smaller acreage. Few farms today consist of more than one or two hundred acres. The average would be nearer fifty acres.

Sheep herding, too, has gone the way of many earlier farm practices. Every plantation of yore had its flock, maintained to be clipped of its wool periodically, that the household might be clothed warmly during the winter months.

Instead, dairy herds are the vogue. Daily collection routes and establishment of cooling stations have made it possible for the average farmer to realize a steady income from this source. For non-productive animals the packing houses in Salisbury are easily accessible to the farmer.

There has been an extensive expansion of electrical service to the farming regions of the county, and today the Wicomico farmer may have the conveniences afforded the city dweller. Electricity has revolutionized social conditions as also has the extension of hard-surfaced roads throughout the county.



A MODERN PLANT OF THE POULTRY INDUSTRY

RAISING QUAIL FOR MARYLAND SPORTSMEN

CHAPTER XXV

At the Turn of the Twentieth Century

THE population of Salisbury in 1900, as shown by the government census, was 4,277. It is interesting to note that the city's population has nearly trebled in 32 years.

In 1900 the city had two public schools with an aggregate of 10 rooms, which accommodated 600 students. Today the city's school population numbers about 2450.

In this year, also, free mail delivery was established and the corporate limits of the municipality extended.

Rural free delivery was started from the Salisbury post office in 1898 over two routes. The first rural mail delivery in the country had been started only a few months before and it was still considered in the experimental stage.

At the turn of the century the prohibition issue was being discussed in Wicomico County with a vigor that much resembled the national stage today.

The ousting of the saloon and the outlawing of liquor sales was gradual in its realization. Each election district of the county was granted the right to vote upon the issue at any Congressional election. A majority of the registered voters in any election district could decide the issue at the polls.

Whether the official returns banned the saloon or voiced sentiment for its retention the results were decisive to the extent that the issue could not again be put before the people of the district within a period of four years.

Saloon licenses were granted by the County Commissioners who by vote of three of its members, had absolute power to grant or reject applications. The saloon keeper seeking a renewal of licenses made application to the board, the paper bearing endorsements of several responsible citizens. The board then set a date for public hearing on the application. Usually the applicant and those opposing granting the license were represented by counsel.

Parsons district, which comprises the northeastern section of the city and outlying rural territory, adopted prohibition as early as 1900. Five years later the voice of a majority of county voters had been heard and the doors of the last surviving saloon were closed.

Of the thirteen districts in the county at that time, nine had voted out the saloon by 1904. Barren Creek, Sharptown, Nanticoke, Nutters, Pittsburg, Dennis, Trappe and Parsons had "gone dry."

Salisbury and Delmar election districts voted dry simultaneously at an election on April 28, 1904. This left a saloon at Quantico and another at Tyaskin.

When these two applied for renewal of licenses a month later the County Commissioners refused on the grounds that, since all other saloons in the county had been voted out, they did "not propose to make Tyaskin and Quantico the dumping grounds."

Concurrent enforcement laws were enacted with the passing of the saloon. The penalties for violations were:

For first offense a fine of $50 or confinement in the

county jail or the House of Correction for not less than three months nor more than one year;

For each subsequent offense a fine of $50 and confinement in county or state prison for not less than six months nor more than one year.

If the sale was made on Sunday, or to a minor, the penalty was the same as for a second offense.

Each election at which the fate of the saloon was at stake, was preceded by a series of public mass meetings, usually in the church or court house.

Among the leaders of the prohibition movement which produced such a dramatic finale were: W. J. Downing, Sr., J. H. Dulaney, A. J. Benjamin, W. B. Miller, L. W. Gunby, E. S. Adkins, James E. Ellegood, William Bell, J. R. Robinson, A. B. Armstrong, E. J. C. Parsons, U. C. Phillips, J. A. V. Thoroughgood, W. J. Johnson, G. M. Downing and G. W. Messick.

In 1908 the county prohibition law was re-enacted, making the enforcement regulations county-wide.

Dr. Sidney Bell had built the first water system in 1887 when the town was re-building after the fire, and in 1900 the plant was bought by Louis Dalmas, Philadelphia financier, who made extensive improvements at the pumping station and distribution system.

Yet as the population rapidly increased the system became inadequate, frequently resulting in period of aridness, particularly during the summer.

When the city in 1926 started construction of a new sewer system, it was deemed practical to acquire the old water company's physical property and install a modern municipally owned system. The property was purchased for $58,000 and a complete new system installed throughout the city.

Salisbury had long enjoyed productions of the legitimate stage and many an excellent local talent drama and operetta was presented to a receptive audience.

In the spring of 1907, the "flickering screen" came. The first moving pictures were brought to Salisbury by Elwood C. Potter, who presented the shows twice weekly for an admission charge of five cents.

The characters were projected upon the screen in pantomime, while an announcer stood in an obscure corner of the stage unfolding the plot for the spectators and placing the dialogue into the mouths of the actors. The films had a penchant for breaking frequently during the presentation, leaving the audience to be entertained in any manner its individual members elected. When the show was resumed the announcer's voice at times became almost inaudible above the grinding of the projection machine.

Potter first showed the movies in the building now occupied by the Toulson Drug Company on Main Street. Later he moved to the building of Levin A. Parsons on Division Street at the head of Main. He afterwards sold the equipment and good will to John T. Green and Carroll L. Brewington.

SALISBURY CITY

BY THE BENTZTOWN BARD

(*Published in 1904 by The Sun, Baltimore*)

SALISBURY city, you sing to me
A song of the shade of the maple tree,
A song of shallops that come and go
On the winding waves of Wicomico;
A song of streets where the golden stream
Drifts by sweet mansions of golden dream
And homes hide deep in the green retreat
Of lawn and lilac on Water Street.

Salisbury city, look up and tell
The secret springs of your golden spell!
O home-sweet hamlet, I love to bide
In the silver lisp of thy river tide,
On wharf and bridge in the afternoon
To follow the stream thro' its vale of rune
To orchards fruited with peach and pear,
And mansions nestling in dreamland there!

Winding away with the river's flow,
Sing me thy legends, Wicomico!
Tell me the stories of days of old,
When dames were gracious and cavaliers bold,

And boxwood grew by the winding way
That dame and squire, with the grace of yore,
Smiled all men welcome unto their door.

Salisbury city, so near the sea
That salt air comes on the winds to thee,
Home town, sweet with an elder sense
Of courtly spirit and pride intense,
Under thy maples and o'er thy plain
The hunters come to the call again,
The dancers twinkle in mansions sweet,
And I list to the patter of slippered feet!

Streets of comfort and rest and dream,
Ripple of river and list of steam;
Bateau, pungy and bugeye swift
To and fro by the doorways drift—
Salisbury city, I love to wait
By lilac lanes and the bloom-bowered gate
To see thy shadows of sweet old days
Trip by in the schottische and polonaise.

Salisbury city, you sing to me
Of winding river and maple tree,
Of streets that dip to the gentle tide,
And homes so sweet in their homely pride,
They sit far back in a world of green
To see the world and to be unseen
To dream and rest and call us home
From roaring cities and rolling foam!

Folded sweet in thy golden years
Are childhood fancies and childhood tears!
Ah would, dear city, my song of thee
Were sweet as the song you sing to me,
When over the drift of the days that are
I see you shining in grace afar,
Where maples bend, and the vessels go,
O'er the winding waves of Wicomico.

CHAPTER XXVI

Paved Streets and Roads—First Automobiles

WICOMICO County's leadership in the early adoption of a program for improving the surface of its roads with durable materials is a record to be reviewed with pride.

Thirty years before cement and macadam were employed generally in hard surfacing of highways, Wicomico had begun to solve the problem of mud holes and sandy hills by the building of shell roads.

The first section of this type highway was laid in 1880 toward Parsonsburg, running east of the town by the old fair grounds. Owners of abutting properties agreed to haul and spread the oyster shells, if the County Commissioners would purchase a sufficient quantity to afford a test for the plan.

This experiment appeared so practical that other sections were built on the same plan. By 1890, its adoption had become general. In 1906, it was said one could drive for fifty miles in the vicinity of Salisbury and not leave a shell road.

Though the material and labor were cheap, the roads required constant attention against the havoc of heavy rains and damage wrought by heavy traffic.

The early automobilist found them to his liking, how-

ever, for at the March Term of the Circuit Court in 1908, the Grand Jury made this report:

"The reckless speeding of automobiles has been brought to the attention of this body, and we think there should be something done to protect a long suffering public. And while a speed of 15 or 20 miles is tolerated on county roads, we have proof that a much higher speed is frequent, even as much as 35 to 40 miles per hour."

The editorial comment of one of the local newspapers to the assertions of the grand jury gives us an even clearer insight into the public attitude toward the automobile when in its early stages of development:

"At present there are some twenty-odd automobiles (April, 1908) owned in this city, and the time is now at hand when the streets are congested with traffic and there should be every care taken to avert accident. At the rate some of the machines are driven, before the summer is over, it is more than likely that someone will be injured, in which event the city will have a suit on its hands which may be an expensive lesson.

"The serious objections to automobiles prevalent throughout this section is being slowly dissipated, and if a little more care is exercised by the drivers to keep from reckless running through the streets and on the county roads, it will only be a question of a short time when the prejudice will be eliminated. Not so, however, if the machines are to be driven as they are now."

In their early development the roads were maintained by a supervisor in each election district, who was responsible to the County Commissioners for conditions existing within his jurisdiction. In 1908 the Commissioners created the office of County Roads Engineer. Horace M.

Clark, the present incumbent, was the first engineer appointed under the new system.

In the same year the county built the first section of macadam road, a two and half mile stretch from Salisbury to the Rockawalkin Mill on the Quantico Road. At that time the road to the tidewater section of the county bore the heaviest volume of traffic.

Led by Governor Crothers, the Legislature of 1908 created a State Highway Commission and launched a five million dollar road building program in the counties. Maryland, the first state to take such a step, saw then the birth of a system which now has placed every town of consequence directly upon a hard-surfaced highway.

The town had previously started the paving of its streets. After much discussion and several public hearings before the Mayor and Council, Main Street, from Division to the bridge, was improved with brick in 1904–05. A short section was also laid on Division Street, at the head of Main. It continues to bear the tremendous burden of present day traffic.

The next year the Council announced plans for hard surfacing Division Street from the bridge to the railroad tracks, Church Street from Division to the Pennsylvania freight station and Camden Avenue from the bridge to Winder Street. The suggestion was endorsed by several prominent residents at public hearings, though action was delayed several months while the Council debated the possibilities of using brick or bitulithic material. The former was quoted at $2.35 per square yard and the latter at $2.55.

Aside from the consideration of costs, advocates of bitulithic insisted upon the use of that material because

of the annoying rumble and clatter of iron wheels upon the brick surface.

The newer material was adopted and work was started, only to be halted at once by court injunction obtained by property owners who objected to paying a share of the construction cost. Judge Lloyd, however, decided the city's assessment was legal and rescinded the injunction to permit the work to proceed.

The younger generation cannot conceive a day when the automobile was not an important factor in the general scheme of things. It is difficult, too, for them to realize that the hard-surfaced highway over which the high speed motor roars may have been, until recently, a sand hill or impassable low land.

The first automobile of record to appear in Salisbury was owned and driven by William L. (Billy) Edison, son of the famous inventor. Edison had wedded a Salisbury girl, Miss Blanche Fowler Travers, and it was on the occasion of their visit in 1899 at the home of Mrs. Edison's aunt, Miss Fannie Hearn, who resided on Park Street, that the normal tranquility of the town was disturbed by the sputtering exhaust of a "horseless carriage."

It is said the contraption so frightened horses and other animals that young Edison's decision not to drive it about the streets was changed only after inducements of a delegation of townsmen who were desirous of seeing it operate.

The first car Edison drove was a Stanley "steamer." The following year he returned in a Locomobile. In the April 19, 1900, issue of The Wicomico News we find this account:

"Mr. Wm. Edison's Locomobile has attracted much attention for several days. The hard smooth streets of our town are just the thing for speeding the horseless carriage, and Mr. Edison has given several exhibitions of what it can do. Mr. Edison says his Locomobile is as good on sandy as well as hard roads, although the speed is greatly reduced on heavy roads. He claims he is able to make six miles an hour over our heaviest roads."

The credit for being the first resident to own an automobile must be divided between Dr. George W. Todd, Walter B. Miller, Gordon Hooper and Van Winkle. It has not been established beyond dispute which of the four acquired the first car, though all bought in 1902 with but little difference in the matter of time elapsing.

Hopper and Van Winkle owned Clevelands. Mr. Miller's choice was a two-cylinder Rambler and Dr. Todd's a one-cylinder Oldsmobile, capable of developing six horsepower. The latter, after a most colorful career under ownership of Salisburians, was purchased a few years ago by the manufacturers.

The machine in appearance was not a far departure from the buggy, sans shafts, having a footboard and seat similar to that vehicle. A small kerosene light was on either side of the dash. The motor, attached to the chassis under the seat, was connected with the rear axle by a belt, instead of the present day transmission. The steering device was a tiller. Tires were solid rubber.

The first cross country tour ever undertaken by a party of Salisburians was made by F. A. Grier, Jr., Wade Porter, Henry W. Ruark and H. Winter Owens, who started to Atlantic City, N. J., in a two-cylinder Cadillac. The trip required four days.

The spectacle the quartet presented as they started on

the journey early in the morning of September 3, 1905, was one to tax the imagination of a modern cartoonist. The outer garments worn by each included a duster, goggles and cap. They carried umbrellas as a shield against rain and sun.

Sand proved to be a real problem, so the gear lever was strapped to the seat and three members of the party pushed while the fourth steered the machine down the ruts. The route northward was then through Mardela. Greenwood, Del., was reached the first night, Dover the second and Philadelphia on the third night out.

A trip to Ocean City, then 37 miles distant, required one and a half days. It was necessary to negotiate heavy sand and ford the head of the Pocomoke River en route.

Maryland's first step to control motor vehicle operation was through the Secretary of State, who issued a number to each owner. The latter purchased the numerals at the hardware store and after being fixed to a strip of leather were nailed to the auto in some conspicuous place. The owners' application for license had to be signed by a number of responsible citizens. The present system of license plates was inaugurated in 1910.

The first motor truck in Salisbury was acquired in 1906 by L. W. Gunby. It was capable of making 12 miles an hour.

CHAPTER XXVII

First Telephones, Electricity, Gas

THE telephone, as an instrument of communication, had hardly attained national recognition before local capital was invested in the formation of companies to handle the operations.

The first line was strung from the railroad station on North Division Street to W. B. Tilghman Company office and shortly afterward to a few other buildings.

In the late nineties the Salisbury Telephone Company was formed and contracted for the service with several residences and businesses. A line was also constructed to Delmar.

Foreseeing the possibilities of the device, another company, the Citizens Telephone Company, was organized to serve the section east of the town.

In 1899, A. J. Benjamin, W. B. Miller, John D. Williams, A. F. Turner, W. E. Leatherbury, John W. P. Insley and T. Rodney Jones organized the Wicomico Telephone Company and constructed a short line west of town.

For a time each company was operated as a separate unit. The subscriber was charged a flat rate but many were said to have abused the privilege with lengthy conversations and in 1900 all companies adopted a tariff providing for a charge of ten cents on each call and a limitation upon the length of conversation.

On August 7, 1900, the stockholders sold at par their interest in the Citizens Company to the Salisbury Telephone Company. The following year all independent operations were sold to the Diamond State Telephone Company, a part of the Bell System then being extended over much of the eastern section of the country. Not until then did Salisbury have telephone service beyond Delmar. The Diamond State had previously operated in Delaware and was rendering service as far south as Laurel.

In 1902 there were 211 telephones in Salisbury, about one for every twenty inhabitants. Today the ratio is one subscriber to four inhabitants.

On January 1, 1911, the Chesapeake and Potomac Telephone Company entered into an agreement to buy the Diamond State lines in Maryland, though the merger was not effected until August, 1912.

Fuel gas was first promised residents of Salisbury in 1904 when the Salisbury Gas Company was organized with local and foreign capital. The company was granted rights from the City Council and laid a few mains, but the work did not proceed.

On June 3, 1907, after months of public hearings, the Council granted a 25-year franchise to a newly organized Home Gas Company capitalized at $50,000, on condition the company immediately begin erection of their plant and lay five miles of pipe within a year.

Financial backers of the company were W. H. Jackson, W. P. Jackson, W. B. Miller, John H. Tomlinson, D. J. Whealton, J. McFadden Dick, C. R. Disharoon and M. V. Brewington.

The company selected a plant site near the Pennsyl-

vania Railroad freight station and at once set about completing the project.

The franchise contained several provisions which today would appear rather rigid to the investor. The company was obligated to furnish gas services to all municipal buildings without cost to the city. The franchise called for a flat rate to consumers of $1.25 net per 1000 feet. At the end of 25 years the city was given the right to buy the company's holdings at a price decided upon by three competent engineers.

The company complied with the terms of the agreement. On Saturday, January 18, the gas was turned on at the company's Main Street offices. Of this event The Wicomico News said:

"From early evening to a late hour the place was crowded with visitors. The strength and beauty of the gas was also demonstrated by a large lamp erected on the court house lot, which illuminated the street for a considerable distance. It is safe to say that no prettier gas was ever produced than that furnished by the Home Gas Company. The entire plant is working to perfection and when tested there was not a leak in the five miles of mains."

Two hundred and fifty residences and business houses had been signed for gas connections. The company's slogan was: "If you love your wife buy her a gas stove."

The municipal council, hearing rumors that local interests which had just taken over the electric company were planning to absorb the new gas company, thought such a move unwise and that body made the issuance of the gas franchise contingent upon the condition that no member of the board of directors of the electric company should become a director in the gas company.

PENINSULA GENERAL HOSPITAL SERVES SEVERAL COUNTIES

The gas company prospered. Less than five years later, it was reorganized and the name changed to Citizens Gas Company, which it still retains.

In 1920 the control passed to other hands and Wm. J. Downing, Sr., was elected president; E. D. Mitchell, vice-president; William J. Downing, Jr., secretary and John W. Downing, treasurer. The latter became president after the elder Downing's death in 1926.

The following year the company was bought by Southern Cities Utilities at a price ten times greater than the original authorized capital.

In 1930 the company was absorbed by the Central Public Service System. In the meantime, the Sussex Gas Company had been purchased by the same interests and connected with the plant here. Gas is now being served from the local plant to Delmar, Fruitland, Laurel, Blades, Seaford and Bridgeville.

Two brothers, Richmond and William Johnson, erected the first generating plant to supply Salisbury with electrical current. There is differences of opinion regarding the date the service was established and, lacking proper records for substantiations, we are left in doubt.

The first plant was operated on the site later occupied by the pumping station of the privately owned Salisbury Water Company, near the old stand pipe at the rear of the graded school building near Chestnut St.

The plant was burned in 1889. Old timers recall how a horseman rode about the town at twilight placing a lighted lantern on the street poles until service was again restored, the generating equipment having been installed in the old grist mill at the Isabella Street Falls. The mill was run by water power.

In 1900 the plant was sold to a group headed by Louis

Dalmas, Philadelphia financier. The property was improved and a new plant erected.

The group had paid $42,000 for the Johnsons' interests. In 1907 Dalmas sold his controlling interest of 600 shares to W. J. Downing, Sr., U. W. Dickerson, William M. Cooper, George T. Houston, R. D. Grier, Sr., Dr. S. A. Graham, Ralph Rhodes and M. V. Brewington. This placed the Salisbury and Laurel (Del.) plants under the management of Salisburians.

The local company operated under the name Salisbury Light, Heat & Power Company until 1915 when the Salisbury and Laurel operations were acquired by Day and Zimmermann, of Philadelphia. The name was changed to Eastern Shore Gas and Electric Company.

Then began the wholesale development of electrical operations on the Eastern Shore. The Philadelphia interests launched upon a program of acquiring and expanding numerous other electric companies, interlocking systems between towns wherever it was considered practical to do so.

Day and Zimmermann sold the entire organization in 1929 to the group then controlled by Samuel Insull, who combined all the holdings into the Eastern Shore Public Service Company with general offices in Salisbury. The expansion program continued until every electric company on the peninsula, except five municipally owned plants, were brought into the system.

Hundreds of miles of wires were strung into the rural sections, making available to farms the service enjoyed by town and city residents. Today the company serves electricity to more than 30,000 customers.

CHAPTER XXVIII

Financial Institutions

SALISBURY'S three banks have combined resources of $7,000,000. Although many financial institutions in other sections of the country have suffered from national economic stress, there has not been a failure in the city or county. It is significant that each of the Salisbury banks has occupied during the last two years new homes erected on some of the most valuable sites in the business district.

The Salisbury National, oldest bank in the county, was founded in 1884 with capital stock of $50,000 and for many years it was the only financial institution of that character on the Eastern Shore south of Seaford, Del. In this same territory there are now probably 75 banks.

The first board of directors was composed of John White, the cashier, E. E. Jackson, president, Samuel A. Graham, Judge Charles F. Holland, Robert F. Brattan, Thomas Humphreys and E. Stanley Toadvine. Now nearing a half century of usefulness, the bank has had only two cashiers. Wm. S. Gordy, Jr., present State Comptroller, succeeded Mr. White as cashier in 1912.

Upon the retirement of Mr. Jackson, William B. Tilghman, Sr., served as president until 1905 when he

resigned and William P. Jackson, the present directing head of the institution was elected his successor.

The present directors are: Mr. Jackson, Jay Williams (vice president), Mr. Gordy, Dr. J. McFadden Dick, Graham Gunby, Sr., W. Newton Jackson, Pratt D. Phillips, W. B. Tilghman, Jr., Ernest C. Turner, R. Fulton Waller, Amos W. W. Woodcock. E. C. Fulton is assistant cashier and Howard H. Ruark, assistant cashier and trust officer.

As the city grew in population and economic strength, Nathan T. Fitch, lawyer and owner of much land in the then rapidly developing Camden section, started a movement for the organization of the Farmers & Merchants Bank, which was opened in April, 1893, with banking rooms under the Masonic Temple at the corner of Main and Dock (now Market) streets. The president was Wm. H. Stevens, Seaford, and the cashier Dr. Samuel A. Graham.

The original directors were Mr. Stevens, William H. McConkey, Robert D. Grier, A. Frank Parsons, Harry L. Brewington, Louis P. Coulbourn, George D. Insley, Mr. Fitch, Dean W. Perdue and Lacy Thoroughgood. A year later Mr. Stevens resigned and L. Ernest Williams became president. The capital stock was also increased.

Dr. Graham served as cashier until his retirement in 1927, when Paul E. Watson was elected his successor. L. W. Gunby succeeded L. E. Williams as head of the institution in 1919.

The directors today are: Judge Joseph L. Bailey, George C. Bounds, John K. Gunby, L. W. Gunby, Mr. Watson (vice president and cashier), S. Franklyn

THE SALISBURY STATE NORMAL SCHOOL AS VIEWED FROM CAMDEN AVENUE

Woodcock, Clarence W. Whealton, W. H. Morton, Jr., J. Virgil Bailey, Dr. George W. Jarman. Assistant cashiers are S. Sterling Smith and William T. Holland.

In May, 1903, the Peoples National Bank was organized with the following personnel to direct its fiscal affairs: Vandalia Perry, president; C. R. Disharoon, vice president; S. King White, cashier; E. S. Adkins, William F. Allen, William M. Cooper, U. W. Dickerson, Dr. J. McFadden Dick, Henry B. Freeny, B. Frank Kennerly, Jesse D. Price, G. W. Phillips, I. S. Powell and A. W. Sisk, director.

On July 1, 1924, it merged with the Eastern Shore Trust Company and in May of the following year a merger was effected with the Central Bank which had been operated for a few years as the outgrowth of the banking operations of the Salisbury Building, Loan and Banking Association. Senator Disharoon was now president and continued until ill health forced his retirement in 1927. Hooper S. Miles, prominent attorney, was named his successor. In May, 1932, Mr. Miles was elected president of the Eastern Shore Trust Company which operates 21 banks in the state of Maryland, and John W. Downing was selected to succeed him as head of the Salisbury Bank of the company.

Carl M. Paynter remained as cashier of the merged bank until he resigned in 1928 and was succeeded by Charles M. Freeman, former secretary of the Chamber of Commerce.

Directors of the bank today are: Mr. Downing, F. P. Adkins, L. Atwood Bennett (vice president), William F. Allen (vice president), I. L. Benjamin, Mr. Freeman, U. W. Dickerson, Hooper S. Miles, G. William

Phillips, George Waller Phillips, Harland W. Huston and Curtis W. Long. Assistant cashiers are Lester C. Tingle and Herman W. English.

Not long after the conflagration of 1886 razed most of the town's buildings, a group of leading business men sought to provide financial aid for rehabilitation. For such a purpose the Salisbury Permanent Building and Loan Association was organized on March 6, 1887.

The officers and directors were William B. Tilghman, Sr., president; A. G. Toadvine, vice president; Ebeneezer L. Wailes, secretary; L. Ernest Williams, treasurer; Thomas H. Williams, Thomas Perry and F. M. Slemons.

When books were opened for subscriptions, there was an immediate demand for stock and, fearing the capital would be oversubscribed, the records were closed at $135,000.

In 1902 a banking department was added and the name changed to Salisbury Building, Loan and Banking Association. It erected and still possesses the building at the southwest corner of Main and Division streets, the largest office structure in the city.

Present officers are: L. W. Gunby, president; F. Leonard Wailes, vice president; Wm. B. Tilghman, Jr., treasurer; Sarah L. Wailes, secretary.

The Del-Mar-Va Mortgage Company, organized in September, 1926, to engage in the business of first mortgage financing on a comprehensive scale, has had a phenomenal growth. At the time of its organization bankers of this section conceived it as an institution through which mortgage loans in amounts needed to supply the permanent financing needs of their peninsula

customers could be arranged. Accordingly, the company was formed with bankers, individually, and banking institutions subscribing liberally to its stock.

At present the company's paid-in capital and surplus approximates $250,000 and its total assets ranges between $900,000 and $1,000,000. Its principal business is making first mortgage loans on homes and income-producing properties.

In addition to its capital and surplus, the company raises money for first mortgage financing by three methods: selling mortgages direct to private and corporate clients having funds to invest, on which mortgages the company guarantees the payment of principal and interest; by sale of mortgage bonds which are adequately collateralized with sound first mortgage; and from numerous savings payments made to it by holders of its small monthly payment savings contracts which are secured by first mortgages assigned to a corporate trustee under supervision and direction of the State Insurance Department of Maryland.

The officers of the company are: L. W. Gunby, chairman of the board; Dr. G. Layton Grier, president; W. Edgar Porter, vice president and general manager; Hooper S. Miles, vice president and general counsel; Charles M. Freeman, secretary and treasurer; Graham Gunby, chairman finance committee; L. R. Dashiell, assistant secretary. The directors are: Fred P. Adkins, G. William Phillips, John W. Downing, Graham Gunby, Mr. Freeman, William S. Gordy, Jr., Richard H. Hodgson, Mr. Porter, L. W. Gunby and Mr. Miles, Salisbury; Mr. Grier, Louder N. Hearn and C. D. Holzmueller, Milford, Del.; A. W. Robinson, Laurel, Del.; Lawrence B. Towers, Denton; Swain O. Neal, Hurlock; L. L.

Layton, Georgetown, Del.; William D. Corddry and John S. Whaley, Snow Hill; W. Laird Henry, H. L. Edmunds, Milford Nathan and John G. Mills, Cambridge; Barclay H. Trippe, Easton, Md.; Horace E. Davis, Berlin; E. L. Quinn, Crisfield.

CHAPTER XXIX

Salisbury in the World War

WHEN President Woodrow Wilson electrified the nation by informing the Congress on April 2, 1917, a "State of War" existed between the United States and Germany, the patriotic spirit of the populace in city and county at once became manifest.

Considering the manpower and financial resources, it would be difficult to find a community that gave more per capita to the country in this great world conflict. Inspired by their inherent loyalty to the flag and the causes for which America was entering the war, every man, woman and child sprang to the emergency, ready and willing to make the utmost sacrifices.

Patriotic meetings held throughout the county were brought to a climax by a huge demonstration in Court House Square. And the city and county quickly organized to efficiently execute its civil and military obligations.

It is yet too soon to determine fully the relative importance of this contribution to America's part in the war, but historians of the future must accord it some conspicuous place in the records.

In active military service the county contributed 1239 men, forty-six of whom made the supreme sacrifice.

Never an appeal for financial or moral support of the government went unheeded here. In response to the five

Liberty Loan campaigns, there was raised in the county approximately $1,721,700. For the Red Cross, Young Men's Christian Association, National Defense Council work, Salvation Army and multitudinous other wartime purposes more than $200,000 additional contributions were made. This cannot be considered a small sacrifice when it is revealed that the total resources of all the county financial institutions at that time were $3,600,000.

The city quickly assumed a wartime aspect. Railroad bridges and public works were placed under military guard, first by troops from the Fifth Regiment, Maryland National Guard and later by the newly organized Company I—or Home Guards—to designate the company from its predecessor that had been inducted into the regular army. The twenty-four hour vigil was maintained to prevent sabotage by supposed German spies reported to be in this vicinity.

In response to the president's call for universal draft service, a county Exemption Board was formed to pass upon the physical condition and dependency of those eligible for military service. The board members were Dr. George W. Todd, William T. Phoebus and Walter J. Dryden.

To decide upon the claims of draftees for exemption because of occupation, a District Exemption Board was formed with the following members: Dr. J. McFadden Dick, Salisbury; Harry A. Roe, Caroline; Curtis E. Crane, Kent; Judge W. Laird Henry, Dorchester, Charles F. Rich, Queen Anne.

The first registration of men between the ages of 21 and 31 placed the names of 2,250 upon the available roster. These were classified as to physical condition, number of dependents and essential occupation.

The first Maryland man to lose his life after the declaration of war was a Salisburian, Herbert Renshaw, 20, acting quartermaster on the submarine chaser Thornton while on patrol duty off the California coast on May 17, 1917. Renshaw had been with the American fleet when it occupied the harbor of Vera Cruz a year before. It was while signaling another vessel of the patrol fleet during a storm that he was lost at sea.

Several hundred young men of the county volunteered early in the war and it is doubtful that a single camp in the country did not have representation from this community. Most of those summoned to serve were sent to Camp Meade, Md., for initial training. A few went to Camp Wadsworth, S. C., Camp Dix, N. J., and elsewhere on special duty. Colored draftees were sent either to Camp Meade or Fort Sevier, Greenville, S. C.

Every enlisted man and officer played his individual part in the conflict and signal credit is due every one of the 1239 men. It would require several volumes to detail the exploits of each and, lacking such space, the community's military and civil contributions can only be considered as a whole.

Company I, First Maryland Regiment, National Guard, was mustered into the service on July 25, 1917, and until June 6, 1919, was in active military service. Daily drills were held in the city while awaiting orders to move to the training camp, which came on September 9, and the following day the company left for Camp McClellan, Anniston, Alabama.

More than 3,000 gathered at Union Station to see the unit entrain. Captain Amos W. W. Woodcock was in command. The other commissioned officers were 1st Lieutenant Julian D. Carey and 2nd Lieutenant Alexander T.

Grier. The enlisted personnel numbered 146 men, nearly all of whom were residents of the county and city.

At the camp on October 4, the enlisted personnel was increased to 250 by the merging with other units and the company was embraced in the 115th Infantry Regiment of the Third Battalion, Twenty-ninth Division. Routine camp life continued until June 9, 1918.

Meanwhile, at home, hundreds were being called into the service. Each new group marched from the armory to the railroad station to the martial music of a band and the cheers and farewells of relatives and friends. By September 3, the entire class A of eligibles had been exhausted.

On the twelfth day of the same month a new registration of all men between the ages of 18 and 45 was conducted, adding 3,043 to the available service list.

A new Company I was formed for service within the state under command of Captain Alfred Colona. This organization of 58 men was composed for the most part of those who had dependents, who were physically unfit and who for divers reasons could not enter active military service abroad.

Conditions in Salisbury during October, 1917, will be remembered for generations for the gloom and anxiety that gripped the city. The epidemic of influenza was then at its height. Statistics showed there were 1281 cases of this dread disease and 54 fatalities.

For four weeks, schools, churches, theatres were closed. Public gatherings were prohibited. City streets were deserted. Every precaution was taken to prevent spread of the epidemic but with little success.

Many of the physicians had entered the military service and those left could not visit all the patients though

on duty throughout the twenty-four hour day. The hospital was inadequate and an emergency relief depot was established at the Jackson Memorial Building, N. Division and Broad streets.

The months following found the city under rigid wartime regulations. Fuel, food and clothing were needed in enormous quantities by those in the military service. Thus extensive sacrifices were necessary at home to conserve these essentials.

Food sales in Wicomico were under the direction of Walter B. Miller, food controller, who fixed prices to be paid by the consumer and enforced limitations upon the use of flour, sugar and numerous other commodities. Coal for fuel was restricted per capita.

These were, however, boom days for the shipyards in Salisbury, Sharptown and Nanticoke. Contracts for the expenditure of millions of dollars were received from the government for construction of submarine chasers, ocean going tugs and barges. The industry employed about 800 skilled and unskilled laborers, where before only about three score found employment.

Everywhere, in industry, commerce and the home, female labor was replacing those who had entered military service. A valuable organization in the promotion of home activities in connection with the war was the county branch of the National Defense Council. L. W. Gunby and Mrs. E. Stanley Toadvine directed the men's and women's divisions, respectively, of this organization.

In the later months of the war, Wicomico men could be found with virtually every allied army. On the Italian and Russian fronts, with the French, British and Belgian, they "carried on" in a manner that won outstanding recognition of their own and foreign governments. Every

branch of service contained its complement from Wicomico County.

Since the original Company I is the only organized unit sent directly from Salisbury, the movements of this unit alone can be traced as a whole. Its achievements, nevertheless, typifies the bravery and leadership which other Wicomico men displayed elsewhere during the period America participated in the war.

After three days travel by rail from Anniston, the 115th Regiment arrived at Hoboken, N. J., on June 12, and there boarded three transports. One of these, the Covington, was sunk by a torpedo from a German submarine upon her return voyage.

The regiment arrived at Brest, France, June 28, 1918. By July 25 it had moved to the front and until September 23 was actively engaged in defense of Center Sector, Haute, Alsace. The Company would pass in turn from front line to support and to various reserve positions experiencing intermittent shelling from heavy artillery of the enemy. In this position the Company suffered several casualties, including four fatalities.

From September 23 to October 8, the company was moving toward Verdun. Arrived at their objective, the regiment was engaged in the offensive which lasted until October 29, when it held the very apex of the wedge driven into the enemy lines.

For three weeks Company I was under constant shelling of the enemy. The advance was made through deep woods heavily infested by concealed German machine gun nests. Enemy artillery constantly swept the lines, gas shells and chemical barrages were unleashed, but the Company and its Battalion, then under direction

of Woodcock, who had been promoted to major, continued its advance upon the enemy.

Rain fell incessantly during the entire period. The only food obtainable was that taken from captured German positions. When the men were fortunate, infested enemy trenches could be occupied. At other times sleep was to be had only in the open.

During the long engagement the battalion suffered casualties of 11 officers and 288 men. At one time every man in headquarters unit of Company I was wounded or affected.

Of those killed in action, died of wounds or from other causes, Company I lost 22 men.

Many Wicomico men were in the 79th Division and the meritorious record of that Division was their record.

About 150 of the county's enlisted men were identified with the 311th Field Artillery and the 312th Machine Gun Battalion. These two were disbanded after arrival in New York aboard the transport Luckenback on May 28, 1919.

Company I, of the 115th Infantry, arrived at Newport News, Va., on May 24, aboard the Artemus, a former cattle boat which had been converted into a transport ship. The main body, under command of Woodcock, now promoted to a colonel, reached Salisbury June 6 and were accorded a boisterous welcome home.

In all home campaigns conducted for whatever purpose during the war, the city and county "went over the top." For the Liberty Loan drives two representatives from each financial institution formed a general committee, of which former United States Senator William P. Jackson was chairman; L. W. Gunby, vice chairman, and Henry W. Ruark, secretary.

To the first Liberty Loan, $162,050 was subscribed. For the second, Wicomico's quota was a minimum of $242,000 and a maximum of $404,000. When the campaign was ended 1055 persons had subscribed a total of $430,150.

The county's quota for the third loan was $238,900. The amount subscribed was $369,500 and the number of subscribers was nearly doubled. The quota of $560,000 for the fourth Liberty Loan was exceeded before the campaign closed. For the Victory Loan, subscriptions were in excess of $200,000.

Still another instance of enthusiastic home support is shown in the response to an appeal for $10,000 as the county's part in finacing the United War Work Fund of the Young Men's Christian Association. The amount raised was $22,482, more than double that sought.

WICOMICO'S
HONOR ROLL OF THE WORLD WAR

A

Abbott, Charles W.
Adams, Frank J.
Adams, Raymond S.
Adkins, Louis W.
Adkins, Laurence L.
Adkins, Jacob N., Jr.
Adkins, John H.
Adkins, Frank
Adkins, Samuel F.
Adkins, Steven L.
Adkins, Roy E.
Adkins, Marion C.
Allen, Albert G.
Anderson, Benjamin F.
Anderson, Maxwell J.

B

Bailey, Edmund D.
Bailey, Levin C.
Bailey, David W.
Bailey, Samuel H.
Bailey, Daniel T.
Bailey, Dow W.
Bailey, Stephen T.
Bailey, George R.
Baker, Medford
Baker, Laurence C.
Baker, John W.
Baker, Herman P.
Baker, George W.
Baker, Leonard J.
Banks, Henry T.
Banks, Robert B.
Bargo, Charles J.
Barnes, James R.
Baysinger, Russell V.
Baysinger, Donald H.
Beall, Lewis H.
Beauchamp, Allen J.
Beauchamp, James
Beauchamp, Barney A.
Bedsworth, Ellis
Bennett, Carlton B.
Bennett, Harold M.
Bennett, David W.

Bennett, Howard S.
Bennett, Norman T.
Bethard, Carlton W.
Bethke, Charles O.
Betts, Clayton D.
Biddle, Frank
Bodley, John C.
Booth, Edwin W.
Bound, Millard H.
Bound, Herman J.
Bound, Elbert H.
Bounds, Grover B.
Bounds, Johnnie
Bounds, Marcellus W.
Bounds, James E.
Bounds, Rollie A.
Bowden, Avery L.
Bozman, Oscar D.
Bozman, Wesley
Bozman, Woodie C.
Bozman, Nathan G.
Bradley, Renza O.
Bradley, Ira S.
Bradley, Charles R.
Bradley, Major
Bradley, Milton R.
Brattan, Willis H.
Bratten, Lester W.
Brewington, Glen A.
Briddell, Elzey R.
Brittingham, Albert H.
Brittingham, George W.
Brittingham, Delaware E.
Brittingham, Everett T.
Brotemarkle, Robert A.
Brotemarkle, Clinton
Brown, Morris F.
Brown, Floyd S.
Brown, Roger C.
Brown, Charles C.
Brown, John W.
Brown, Walter H.
Bullock, Clarence F.
Burbage, Preston W.
Burbage, James O.
Burton, William B.
Bussels, Todd E.
Byrd, William J.

C

Cahall, Roland
Calloway, Samuel G.
Calloway, William I.
Cannon, Amos P.
Cantwell, Walton L.
Cantwell, Ollie
Carey, Julian D.
Carey, Olin H.
Carey, Walter J.
Carey, Millard
Carey, John W.
Carey, J. Samuel
Catlin, William G.
Causey, George M.
Chaire, Thomas J.

Chandler, Lloyd
Chatham, Joseph
Cherrex, John E.
Clark, Joseph P.
Clark, Willis J.
Clouser, Levin J.
Cluff, George W.
Cluff, Thomas G.
Colan, Ernest L.
Collins, Milton E.
Collins, Levin W.
Collins, Laurence J.
Colona, Blanton
Colona, Paul
Conner, Charles C.
Connoly, Norman W.
Conway, James S.
Conway, Ernest H.
Cooper, Orville
Cooper, Eugene O.
Cooper, Levin E.
Copeland, Aaron L.
Cordrey, Glen J.
Corwin, James H.
Coursen, Ronald C.
Covington, Guy W.
Cox, Marvin
Craft, Frank M.
Crockett, Edward B.
Culver, Millard
Culver, Charles O.
Culver, Shaward T.
Culver, Oran W.

D

Darling, John W.
Dashiell, Percy
Dashiell, Claude J.
Davis, Ira J.
Davis, George B.
Davis, Clarence S.
Davis, Charles E.
Davis, Elisha W.
Davis, Elmer J.
Davis, Walter G.
Davis, Oscar F.
Davis, Virgil A.
Dayton, W. Claude
Dennis, James R.
Dennis, Levin E.
Dennis, Grover J.
Dennis, Archie
Dennis, Ira W.
Dennis, Lester
Dennis, Wallace M.
Dillon, Charles E.
Disharoon, W. Scott
Disharoon, Prettyman L.
Disharoon, Walter B.
Disharoon, Elwood R.
Disharoon, Homer Lee
Disharoon, William W.
Disharoon, James L.
Dixon, William F.
Dixon, Carroll L.
Donaway, Walter A.

Donaway, George
Dorell, James
Dorman, Wm. Robert
Dougherty, Bernard J.
Douglass, Raleigh L.
Dove, George W.
Downes, Herman J.
Dryden, Arville G.
Dryden, Dixie D.
Dryden, Francis H.
Dryden, Walter T.
Duffy, Claude C.
Duffy, Harry S.
Dulaney, Ralph O.
Dykes, Ebeneezer W.
Dykes, John R.
Dykes, James W.
Dykes, Clifford M.
Dykes, Lloyd W.

E

Eaton, Jesse M.
Elderdice, John M.
Elliott, Michael R.
Elliott, Herman
Elliott, Herman R.
Elliott, W. Herman
Ellis, Emory I.
Ellis, Ernest W.
Ellis, Randal R.
Ellis, Harry
Elzey, Norman J.
Elzey, Clyde W.
Emory, Ralph W.
Engel, Charles J.
Engel, Edward L.
Ennis, Willard S.
Ennis, Walter W.
Ennis, George W.
Ennis, Lloyd W.
Everett, Alonzo

F

Fahrenz, Frank P.
Farlow, Clifford E.
Farlow, John C.
Farlow, John W.
Farlow, Ernest F.
Farmer, Perry B.
Farnham, Ralph W., Jr.
Fields, George W.
Fields, Ernest R.
Fields, Clarence D.
Fields, Leonard W.
Figgs, James O.
Figgs, Isaac T.
Fooks, S. Lee
Fooks, Walter P.
Fooks, Herbert C.
Foskey, Fred B.
Foskey, Ernest T.

Fowler, Joseph S., Jr.
French, Roy A.

G

Gallagher, Mitchell F.
Gambrill, Robert A.
Garey, William M.
German, Harry I.
German, Hubert W.
Gillis, Rollie B.
Gillis, Wm. H. H.
Givans, Herman
Givens, Homer G.
Givens, H. Clarence
Givens, Robert E.
Godfrey, Merrill H.
Godfrey, William J.
Godfrey, Arthur L.
Gordy, Elijah V.
Gordy, Wilbur F.
Gordy, Charles B.
Gordy, Frank
Goswellin, Webster C.
Goslee, Eddie L.
Gravenor, Calvin
Gray, Vaughn T.
Gray, George E.
Griffith, Randolph
Griffith, John B.
Griffith, Harvey L.
Gunby, John K.
Guthrie, Clarence M.

H

Hall, Lester A.
Hall, Marvin N.
Hamblin, Horace S.
Hambury, Paul S.
Hambury, James C.
Hammond, Clarence W.
Hammond, Walter E.
Hancock, Omar F.
Handy, Herman F.
Harcum, E. Payten
Hardesty, Julian H.
Harrington, Clifford W.
Harris, Fred
Harris, William L.
Harris, Franklin B.
Hastings, Marvin L.
Hastings, Cecil W. A.
Hastings, Claude
Hastings, Edgar W.
Hastings, Edgar
Hastings, William P.
Hastings, Norman W.
Hastings, Walter E.
Hastings, Lester F.
Hayman, John R.
Hayman, Barney L.
Hayward, Henry R.
Hayward, Andrew D.
Hayward, Clarence A.
Hearn, L. Claude

Hearn, John L.
Hearne, Roger
Heath, Ellis S.
Heath, Eugene
Heath, Percy S.
Henman, James R.
Henry, Isaac H.
Higgins, Raymond O.
Hilgiman, John E.
Hill, Clinton B.
Hill, Franklin B.
Hill, George R.
Hill, Charles C.
Hillman, Pervis S.
Hillman, Linwood A.
Hitch, Lee
Hitch, Linwood
Hitchens, Charles C.
Hitchens, Harold N.
Hitchens, Marion W.
Hitchens, Clarence S.
Hitchens, Otis S.
Hobbs, Walter G.
Hobbs, Elmer L.
Hobbs, Charles
Hobbs, Charles C.
Hodgson, Richard H.
Holland, Charles E.
Holloway, Joshua R.
Holloway, Ralph C.
Holloway, Fred L.
Holt, George W.
Hoover, Arthur N.
Hopkins, Oran W.
Hopkins, Claude H.
Hopkins, Oran C.
Hopkins, James W.
Horner, Vernon N.
Horseman, Roy M.
Horseman, Percy L.
Hosier, Lloyd
Houston, Marion S.
Howard, Carlton P.
Howard, Levin W.
Howard, Paul C.
Howard, Karl L.
Hudson, Thomas J.
Hudson, Alfred
Hudson, Charles C.
Huffington, Jesse M.
Huffington, Clifford
Hughes, Charles F., Jr.
Hughes, James T.
Hughes, Roy P.
Humphreys, Wm. S.
Humphreys, George F.
Hunt, Ernest J.
Huntington, Bennie
Huntington, Charles G.
Hurley, Herman R.
Hurley, Gardiner L.
Hurlock, Milton W.
Huston, Elmer T.
Huston, William J.

I

Ingersoll, John R.
Insley, Allie
Insley, Luther C.
Insley, William J.

J

Jackson, James F.
Jackson, J. Walter
Jarman, Shelby H.
Jarrett, Robert H.
Jarrett, William M.
Jarrett, Arlie
Jenkins, Richard B.
Jenkins, Brice A.
Jenkins, Harry M.
Jester, R. Fred
Johnson, Roland E.
Johnson, William B.
Johnson, Elisha W.
Jones, William G.
Jones, Lambert M.
Jones, Renzie
Jones, William H.
Jones, Walter W.
Jones, Samuel H.
Jones, Ernest S.
Jones, Victor L.
Jones, Raymond L.
Jones, James N.
Jones, Albert L., Jr.
Jones, Raymond H.
Jones, Leonard W.
Justice, Stanley T.
Justice, Charles F.

K

Keehan, Howard
Kees, Jesse G.
Kelly, Thomas J.
Kelly, Paul R.
Kemp, Roland B.

L

Langrall, Edgar H.
Lank, John D.
Larmore, Lloyd L.
Larmore, Charles R.
Layfield, Samuel R.
Laws, Alvin
Laws, William P.
Layfield, Edward
Layfield, Albert
Layfield, William R.
Layfield, Charles F.
Layton, Thomas G.
Leatherbury, Jas. L.
LeCates, Arthur W.
LeCates, Thomas
Lemmon, Walter P.
Leonard, Elmer
Leonard, Geo. W. T.

Lewis, William G.
Lewis, Wilmer E.
Lewis, Ray
Lewis, Homer C.
Lewis, Carbett
Littleton, William
Littleton, James
Littleton, William M.
Livingston, Albert F.
Logan, John S.
Long, Ralph W.
Long, Conrad
Lowe, George W.
Lowe, Asher C.
Lowe, Samuel J., Jr.
Lowe, Roland F.
Luckett, Philip A., Jr.
Lynch, William A.
Lynch, John F.

M

Maddox, L. Linwood
Maddox, Larry S.
Majors, Milburn
Malone, Stanley G.
Malone, Avery T.
Malone, Lewis R.
Malone, Luther
Mann, Hunter R.
Mann, Walter G.
Martin, Archie A.
Marvil, Raymond R.
Marvil, Oran C.
Marvil, Dallas J.
Massey, Elmer B.
Mathews, Leon S.
Mathews, Walter B.
Mattox, Charles
McAllen, Walter H.
McAllister, Edgar W.
McAllister, James
McAllister, Irving N.
McAllister, Ralph M.
McClaymont, Theodore
McCrea, Harry W.
McDaniel, Raymond E.
McGarry, Paul A.
McGee, Arthur L.
McWilliams, Harold S.
Melick, Raymond K.
Melson, Bliss U.
Melson, William S.
Menefee, Lewis H.
Merritt, Edw. D., Jr.
Messick, William D.
Messick, James B.
Messick, Roy W.
Messick, Binford E.
Messick, Reese D.
Miles, Alonzo L., Jr.
Mills, Walter L.
Mills, William E.
Mills, W. Claymont
Mills, Walter F.
Mills, James L.

Mills, Carltons
Mitchell, Bennie B.
Mitchell, Thurman
Mitchell, Horace E.
Mitchell, Frank A.
Mitchell, Walter P.
Mohler, James C.
Moore, Rodney
Moore, Harold
Moore, Claude D.
Moore, Kenny J.
Morris, Dewey H.
Morris, Nutter L.
Morris, John J.
Morris, Edward H.
Morris, Norman P.
Morris, Albert K.
Morris, John L.
Morris, John
Morse, William K.
Mumford, George T.
Murry, William J.

N

Neal, William H.
Neeley, Charles I.
Noble, Robert K.

O

Oliphant, Harrison S.

P

Palmer, James C.
Pardee, Rawlins
Parker, Charles A.
Parker, Charles E.
Parker, William J.
Parker, Roy H.
Parker, Arthur C.
Parker, Albert E.
Parker, Mitchell H.
Parker, Edgar S.
Parker, Joshua W.
Parker, Harvey J.
Parks, Donald A.
Parsons, Allison
Parsons, Lee R.
Parsons, E. Allen
Parsons, Roba A.
Parsons, Frank D.
Parsons, Harold
Parsons, Raymond
Parsons, Harold M.
Parsons, Ralph E.
Parsons, George T.
Parsons, Edward H.
Parsons, Charles H.
Pason, Ira S.
Patey, John D.
Pennewell, Calvin J.
Pennewell, Wm. L.
Pennewell, Harry F.

Pennewell, Laurence E.
Perry, John W.
Perry, Lynn
Phillips, Elwood E.
Phillips, Carlton L.
Phillips, Loly C.
Phillips, Roland L.
Phillips, Louis J.
Phillips, Paul C.
Phipps, William Z.
Pilchard, S. N.
Pinder, Frank J.
Pinkett, Jno. R.
Plummers, Samuel C.
Pope, Hurschell B.
Pope, Robert
Pope, Milton L.
Porter, Edward M.
Powell, George H.
Powell, Vernon H.
Powell, Elmer F.
Powell, Elijah E.
Powell, Richard A.
Prettyman, Raymond A.
Priess, John
Pryor, Geoffrey L.
Pryor, Theodore
Purnell, J. Edgar
Purnell, Roscoe
Pusey, Edward C.
Pusey, Carl L.
Pusey, Linden L.

R

Rankin, Ivan L.
Ratcliffe, John F.
Rawson, Joseph B.
Rayne, Glen
Rayne, Sewell J.
Records, William S.
Reddish, Charles T.
Renshaw, Ernest
Renshaw, Leonard A.
Rhodes, Delbert
Rhodes, Roy J.
Richards, James B.
Richardson, Howard T.
Richardson, Archie L.
Richie, Wm. Edward
Richwine, George H.
Robertson, J. Harlan
Robinson, Charles N.
Ross, Herbert E.
Rounds, Harry E.
Ruark, Avery N.
Ruark, Lloyd W.
Rush, Emerson S.
Russell, James S.
Russell, Clifford E.
Ryall, Maurice C.
Ryall, Roger C.

S

Sarbanes, Constantine G.
Sarbanes, Spryos D.

Schelson, John J.
Serman, Willard P.
Shields, Shelby T.
Shiles, Arthur E.
Shivers, Jay H., Jr.
Shockley, Wm. H.
Shockley, Harry T.
Shores, Otis W.
Smith, Joseph S.
Smith, John J.
Smith, Harry W.
Smith, M. Clifford
Smith, William T.
Smith, Samuel S.
Smith, Vernon W.
Smith, Marion K.
Smith, John W.
Smith, Harry W.
Smith, Elton M.
Smith, Walton
Smullen, William
Smullen, Arthur L.
Smullen, Albert H.
Smullen, James J.
Smullin, Harry C.
Snelling, H. Page
Snyder, Arthur
Somers, Jennings
Somers, James A.
Spring, Rodney R.
Spring, Wallace
Stanley, Gaston P.
Stephenson, John E.
Street, Roy F.
Sturgis, Roy C.
Sullivan, George E.

T

Taylor, Maurice
Taylor, Clifford
Taylor, Hilary M.
Taylor, Rex A.
Taylor, Charles E.
Taylor, Seth P.
Taylor, John A.
Taylor, Roy M.
Teubner, Charles W.
Teubner, Marion F.
Thomas, William H.
Tilghman, Walter E.
Tilghman, Carl W.
Tilghman, William H.
Timmons, Walter L.
Tindall, Howard S.
Tingle, Curtis Lee
Tingle, Zepha A.
Toadvine, Merrill W.
Todd, George W., Jr.
Todd, David L.
Todd, Laird E.
Todd, Nevins W.
Towers, J. W.
Townsend, Guerny W.
Trader, Chauncey D.
Trader, Geo. S.

Travers, Robert E.
Trent, Clyde G.
Truitt, Archie W.
Truitt, J. Frank
Truitt, Charles J.
Truitt, Thomas G.
Truitt, Ray D.
Truitt, Alfred T.
Truitt, Charles H.
Truitt, Clyde G.
Truitt, Clarence M.
Truitt, James H.
Tubbs, William N.
Turner, Wendall H.
Twilley, Horace W.

V

Vetra, Geo. N., Jr.
Vincent, Frank K.
Vincent, Frank T.
Vincent, Ora L.

W

Wagamon, Howard H.
Wagner, George F.
Wainwright, Herman
Walker, Eddie
Walker, Arthur E.
Walker, Charles C.
Walker, Frank G.
Waller, James A.
Waller, Robert F.
Waller, Alexander R.
Waller, James O.
Walter, Dallas L.
Walter, George W.
Ward, Clifford E.
Ward, William J. B.
Warner, Irving B.
Warren, Linwood G.
Watson, Roy
Watterson, David
Watterson, Joseph F.
Webb, George E.
Webster, Rufus G.
Webster, Hobart M.
Wells, Calvin L.
Wells, James J.
Wells, George B.
Wells, Glen H.
West, Arthur B.
Wharton, G. A. C.
Whayland, Harry M.
Wheatley, Samuel G.
Wheatley, Grover C.
White, Edward J.
White, Benjamin
White, Olin
White, Earl M.
White, George W.
White, Ralph K.
White, Joshua B.
White, Edward S.
White, William E.

White, Arthur P. K.
White, Edward R.
White, Harry L.
White, Hubert R.
Wilkins, Walter E.
Wilkinson, Norde
Wilkinson, Almer G.
Willey, Durand
Willey, Lewis S.
Williams, John T.
Williams, Charles D.
Williams, Linwood
Williams, J. Herman
Williams, Albert V.
Williams, John H.
Williamson, William V.
Willing, Walter J.
Willing, Melvin
Willoughby, Harry E.
Wilson, Charles T.
Wilson, Allen M.
Wimbrow, Peter Dale
Wimbrow, Edgar A.
Wimbrow, Robert F.
Wimbrow, Peter S.
Wimbrow, John M.
Wimbrow, Lafayette E.
Wimbrow, Charles E.
Windsor, Clyde A.
Windsor, Ralph E.
Winfree, Dennis N.
Winfree, Wallace
Wingate, Leroy
Woodcock, Amos W. W.
Woodcock, Samuel F.
Wooten, Harry L.
Wright, Willie E.
Wright, William E.

Y

Yancy, Lloyd L.

Colored

A

Anderson, John H.

B

Bailey, Herman C.
Bailey, Carl S.
Bailey, Wade H.
Ballard, Herman
Barclay, Walter
Barkley, Monroe
Barkley, Joseph W.
Barkley, Raymond
Barkley, Thomas P.
Barkley, Fletcher W.

Beater, Edgar C.
Bell, Noah
Birckhead, John W.
Bradshaw, Alphonso
Brewington, Oliver
Brewington, Edward H.
Brewington, Wesley
Brown, Oather
Brown, William E.
Brown, John E.
Brown, Howard
Byrd, George

C

Carter, John E.
Cattoman, Ernest
Church, Daniel P.
Church, Hayward
Conway, Robert
Conway, Seth J.
Conway, Moses W.
Conway, Omar
Conway, Handy
Cornish, Frank H.
Covington, William J.
Crawford, Samuel S.

D

Dashiell, Herman
Dashiell, Clayton W.
Dashiell, Roland H.
Dashiell, Harrison
Dashiell, Jacob F.
Dashiell, McCleanon
Dashiell, John A.
Dashiell, George B.
Dashiell, Benjamin F.
Dashiell, John
Dashiell, Granville P.
Dashiell, William
Dashiell, Ammonitus
Dashiell, Oscar
Dashiell, Marvin L.
Deal, William H.
Deal, Porter N.
Dennis, Moses M.
Deshield, Christopher
Dickerson, Roland
Dixon, Thomas I.
Dixon, Willie C.
Douglass, Leander

E

Elzey, Govie
Elzey, William K.
Elzey, Willis E.
Elzey, Paul C.
Ennis, Charles W.
Evans, Moses

F

Farlow, Washington A.
Fletcher, Charles
Frazier, James

G

Gaines, Leon S.
Gale, Clifford
Gale, Wilson
Gale, Milburn
Gale, King S.
Gale, Marvel
Garrison, Edward J.
Gates, Marcellus
Gattis, Hobart
Gayle, Paul
Gordy, Earl H.
Gordy, Howard
Gordy, Roxy
Gordy, Raymond A.
Grisson, Samuel
Gunby, Hayward

H

Hammond, William E.
Hammond, Raymond
Handy, James C.
Handy, James M.
Handy, Joe Ebe James
Handy, Charles V.
Handy, Ward H.
Harris, Isaac
Hayman, John W.
Henry, Harry Lee
Holland, Arthur J.
Holt, Richard H.
Hopkins, Noah
Horsey, Charles W.
Hudson, Albert L.
Hudson, Oscar J.
Hull, Handy L.
Hull, Albury
Hull, Jesse L.
Hull, James
Hull, John N.

J

Jackson, Charles L.
Jarvis, George R.
Jenkins, Wardell S.
Jennings, Roger L.
Jones, William A.
Jones, Raymond L.
Jones, Burleigh W.
Jones, James W.
Jones, Wallace R.
Jones, John H.
Jones, Neal H.
Jones, Samuel D.
Jones, Amos
Johnson, James

K

King, Lindley
King, Naaman

L

Leonard, Sylvester
Long, John W.
Long, Richard

M

Maddox, William J.
Messick, Theopolis
Moore, John E.
Morris, Harlan L.
Morris, George E.
Morris, Warner

N

Nickens, William A.
Nutter, Moses
Nutter, Gilbert
Nutter, Clinton W.
Nutter, Leroy
Nutter, Ralph
Nutter, Leander
Nutter, Ray
Nutter, Charles W.

P

Page, Fred
Parker, William
Parsons, Clarence
Parsons, John
Perry, Benjamin
Perry, George S.
Peters, Raymond
Pinkett, Sterling K.
Pinkett, Isaac J.
Polk, Dennis M.
Price, Levin J.

R

Robins, Joseph W.
Robinson, George

S

Shockley, Levi
Smith, Everett J.
Smith, Herbert J.
Smith,Edwin
Somers, Harrison
Stephenson, James
Stevident, Harry
Stewart, George L.
Stewart, Samuel C.

T

Taylor, John L.
Taylor, William
Thomas, Johnnie
Toadvine, Enoch
Trader, Archie J.
Trader, Carroll

Turner, Dozzie F.
Twilley, Thomas
Twilley, Richard

W

Wainwright, Goldsboro
Wallace, David L.
Wallace, Curfew
Wallace, Dewey
Waller, James S.
Waller, Ernest L.
Waters, Thurman C.
Waters, Robert W.
Waters, Paul N.
Waters, James
White, John
Williams, Hayman
Williams, George T.
Wilson, James
Wilson, Ernest
Wilson, Otis
Wilson, George H.
Wilson, Robert N.
Winder, Francis
Wright, Marion
Wright, Loney U.
Wright, William W.

CHAPTER XXX

The Salisbury Award

SALISBURY has its own Hall of Fame in which it places the names of those who are considered the community's greatest benefactors.

In 1925 a trust fund was established by a donor who expressed the wish that his name not be revealed. The trust agreement is to be administered perpetually by a Board of Trustees who are empowered to fill any vacancy that might occur in its membership. The first trustees named were Walter S. Sheppard, Ralph H. Grier, Wm. S. Gordy, Jr., Graham Gunby, Sr., and Col. Amos W. W. Woodcock.

The proceeds from the fund is known as the Annual Salisbury Award and is given each year to that resident of the City of Salisbury who, in the opinion of the trustees, has done most to promote the welfare of the city and its inhabitants without thought of personal reward.

The fund makes possible the annual presentation of a gold medal and $225 in cash to the nominee.

Each year the public is asked to send nominations to the trustees, and the name of the nominee is not made known until the public presentation is made.

The first Award was made for 1926 and the annual presentation has become perpetual.

A brief sketch of those who have received the award follows:

1926—Frederick A. Grier, Jr.

Received the award for his individual efforts as leader of the movement to establish volunteer fire companies in the larger towns of the county. The agitation resulted in the organization of the Wicomico Volunteer Firemen Association which includes in its membership fire companies in Sharptown, Mardela, Hebron, Fruitland, Delmar, Parsonsburg, Pittsville, Willards and the two organizations in Salisbury.

In each town the fire fighting unit has reached a high state of efficiency and is supported with funds raised by the firemen augmented by annual appropriations from the Board of County Commissioners. The firemen receive no compensation for their services to the communities.

Since 1916, when the Salisbury department was motorized, Mr. Grier has been the chief engineer and for many years was chief of the department. He has served as president of the county association, president of the Del-Mar-Va Volunteer Firemen's Association and is a Councilman in the city government.

Born in Wilmington, Del., in 1883, his parents moved to Salisbury when he was four years old. In 1909 he married Miss Mamie Gillis, of Salisbury. They have a daughter, Miss Mamie Grier.

1927—Dr. George W. Todd

In 1897, Dr. Todd founded the first general hospital in the counties of Maryland. It filled such a need in the

community that in 1903 the Peninsula General Hospital was founded.

Having disposed of the hospital, he inaugurated an anti-tuberculosis movement in the counties, and in 1908 founded on the Wicomico River near Salisbury a private sanatorium for tubercular patients. This institution likewise proved to be a great benefaction and soon outgrew its original quarters. In 1922 it was purchased by the State of Maryland and further enlarged.

For 47 years before his death, May 27, 1932, he was a practicing physician in Salisbury. He was born December 9, 1860, on a farm between Salisbury and Delmar, the son of Dr. and Mrs. H. Laird Todd.

He is survived by a widow, the former Miss Roselda Woodcock and four children, George W. Todd, Jr., Nevins W. Todd, Mrs. Katherine Lacey and Roselda F. Todd.

1928—Miss Helen V. Wise

Miss Wise evolved the plan for coördination of health and charity activities of the city and county, which resulted in 1927 in the formation of the Wicomico Welfare Association.

As superintendent of Peninsula General Hospital Miss Wise frequently had occasion to observe the need for experienced nurses who would follow up cases treated at the institution. She also observed that many acute cases brought into the hospital could have been prevented had the patient received a visit from welfare nurses.

Miss Wise was born in Leesburg, Va., the daughter of Mr. and Mrs. William N. Wise. She became superintendent of the hospital when it was erected on the present

THE JOHN B. PARSONS HOME FOR AGED GROUP OF BUILDINGS

site in 1903 and remained there five years. In 1918 she returned and again assumed the position.

1929—Mrs. Nancy Ellen Lewis

For many years Mrs. Lewis had made her residence at Arch and Pond streets, in South Salisbury, a House of Refuge for the aged, the friendless, the lame or anyone who called at her door, asking nothing in return for such hospitality.

Her kind words and actions gave encouragement to the down-hearted; with loving care the sick in soul and body were nurtured back to health and happiness. And all this with never a thought of a material reward.

Mrs. Lewis was born near the Delaware line, north of Pittsville, the daughter of Jeremiah and Mary Jones. She was the oldest of eleven children.

1930—Dr. J. McFadden Dick

Since the Peninsula General Hospital was founded, Dr. Dick has been chief of staff at the institution and in that capacity his services as physician and surgeon have been given freely to patients without thought to their social standing or financial stability.

All the medical and surgical skill acquired from more than thirty years of practice in the profession is made available in the event emergency cases are presented at the institution.

Dr. Dick was born in Sumter County, South Carolina, September 24, 1871. He came to Salisbury when Dr. Todd first opened the general hospital in 1897.

He married Miss Louise Upshur Sudler, of Fair-

mount, Md., and to the union three children were born; Mrs. Jackson Marvel, J. McFadden Dick, Jr., and Miss Annabelle Sudler Dick.

1931—Charles E. Harper

Mr. Harper contributed more of personal time and endeavor toward the development of the present Salisbury harbor than any other individual. Upon many occasions he headed delegations which successfully procured appropriations from the Congress to dredge the channel of the river.

He was also mayor of Salisbury when the first paved streets were laid. Elected chief executive in 1904, he was re-elected in 1906 and again in 1908.

Born in Fork District, Dorchester County, September 13, 1863, he came to Salisbury and entered business at the age of 20 years.

In 1886 he married Miss Josephine Tilghman, of Salisbury.

CHAPTER XXXI

Historical Tour of City and County

THE two disastrous conflagrations have obliterated nearly all of the old landmarks in Salisbury, though there still remains in the city and county much of interest to delight the seeker after things of Historical character.

Here and there may be found reminders of a Colonial splendor, of the traditions which the native Eastern Shoreman cherishes, of the marks left upon this section by famous men and women who have contributed no small share to the molding of American history.

At the head of Poplar Hill Avenue stands Poplar Hill Mansion, the oldest structure in the city. It was built by Major Levin Handy who came to Maryland from Rhode Island in 1795, though he is said to have been a native of Somerset County.

A portion of an earlier residence where resided Capt. John Winder was razed only recently. Captain Winder was the father of Governor Levin Winder and Maj.-Gen. William H. Winder. He also was survived by three daughters who married, respectively, J. R. Morris, Levin Handy and David Wilson.

A son of David Wilson and Priscilla Winder was Col. Ephraim King Wilson, Sr., representative in the Twentieth and Twenty-First Congress and the father of Senator Ephraim King Wilson, Jr.

Major Handy spared no expense in selection of material or cost of construction to which the durability of the structure attests. Its large rooms and spacious halls, the hand carving of the interior woodwork have been regarded as the best Colonial production. So fine is the craftsmanship that such skill has been lost to the modern artisan.

After Major Handy, the property was owned by Peter Dashiell, a brother-in-law of Dr. John Huston, to whom he conveyed the property in 1805. The latter left a large family; one of his daughters married William W. Handy and they became the parents of John Huston Handy, the noted Maryland lawyer; another, Dr. Cathell Humphreys, and a third, Thomas Robertson, who occupied the mansion until it was purchased by George Waller, father of George W. D. Waller, Salisbury lawyer, the present owner.

Isabella and Elizabeth streets are named for two of Dr. Huston's daughters while the avenue received its name from the rare Lombardy poplars that stood, sentinel like, about the mansion.

Located on a high bank on the south side of Wicomico River, near the junction of Tony Tank Creek and the river, below Salisbury, is Cherry Hill House, for two centuries the ancestral home of the Somers and Gunby families.

Although the original structure has been rebuilt by the present owner, L. W. Gunby, the interior has been preserved with its broad fireplaces and curved staircase, borders of scrollwork and flooring of heart pine. Commanding a view of Wicomico River for several miles, it today is one of the most beautiful country homes on the Eastern Shore.

CHERRY HILL HOUSE BUILT BEFORE 1760

POPLAR HILL MANSION ERECTED 1795

One of the most notable owners of the house was Captain Samuel Somers, who acquired it about the end of the eighteenth century, though the original building had been erected many years before and had undergone several changes of ownership.

Capt. Somers was a noted sea captain. At Cherry Hill he maintained large warehouses and did importing and exporting trade with the West Indies, for many planters of the interior section. He was of the Somers family which figured conspicuously in the Revolutionary War and the War of 1812. One of the family, George Somers, is said to have first raised the British flag on Bermuda Island. Captain Samuel Somers' only son, William D. Somers, died without male issue, having one daughter, Mary Pollitt.

The present owner of Cherry Hill is the son of Charlotte Somers and John Gunby, the latter a descendant of Col. John Gunby, Worcester County's most noted Revolutionary War hero.

Situated about half way between Salisbury and Spring Hill Church, on the old stage road leading from Salisbury to Barren Creek, Vienna and points up the Eastern Shore, is the Bishop Stone House, the home of the third bishop of the Diocese of Maryland.

Bishop William Murray Stone was born in Somerset county June 1, 1779, and was consecrated Bishop of Maryland Diocese, October 21, 1830. He lived in this house until his death, February 26, 1838. His remains were placed in the burying ground on the place, but later removed to Parsons cemetery, Salisbury, where the Diocese of Maryland has erected a monument to his memory.

The house, constructed about 170 years ago, is in a good state of preservation.

On the south side of Wicomico River, almost opposite Green Hill Church, is the structure known for several generations as the Chase House, in which Samuel Chase, a signer of the Declaration of Independence, was said to have been born, though this fact is disputed by some authorities.

The house, built about 1741, was the residence of Rev. Thomas Chase, while he was rector of Somerset Parish, and here his son, Samuel, is said to have been born April 17, 1741. The rector died April 4, 1779, living to see his son become a leader in the revolution and attain high rank as a lawyer.

Samuel Chase acquired his early education in the classics and English from his father and studied law at Annapolis where later he made his home. He sat in the Continental Congress in 1774–1776, was for several years a jurist in Baltimore and was appointed by President George Washington an Associate Justice of the United States Supreme Court serving in that capacity until his death June 18, 1811.

One of the most recent owners of Chase House was Henry J. Dashiell, grandfather of Jesse D. Price, Salisbury, present chairman of the State Tax Commission. Mr. Dashiell sold it to Col. Lemuel Malone. It is now owned by Ephraim Bounds.

Green Hill Church, oldest building in the county, has stood for 200 years on the west bank of the Wicomico, almost hidden today by the thick foliage of majestic oak trees that surround it. The history of this church has previously been related in this volume as the parish church of Stephney Parish.

On hallowed ground around it have trod many of those who in an earlier day molded the destiny of the succeed-

ing generations. Many of them lie in the churchyard, their graves marked by moss-covered stones that bear exceedingly interesting inscriptions.

As one passes up the Wicomico beyond Green Hill and continues toward Salisbury attention is attracted to a large red-brick house with shingled gamble roof and quaint dormer windows. This is Pemberton Hall, erected in 1741 by a member of the prominent Winder family. The date of its erection may be seen outlined in black brick inserted in one of the end walls.

The interior of Pemberton Hall is typical of the colonial manors. Leading from the front entrance, a wide hall extends the length of the house. The west end of the lower floor is one large room, where dances and fêtes were held by colonial society. On each side of the hall is another room. Heart pine was used to build the graceful staircase and the same material employed in making the floors. Nearly two hundred years later the wood remains well preserved.

The kitchen, on the east side of the house, was separated from it by a colonnade.

Few, if any, places in the county are as rich in historical fact and tradition as Tony Tank, situated in the southern suburban section. The name was applied to one of the earliest land grants in this region.

The beautiful colonial mansion, nearly hidden by stately trees and surrounded by charming gardens of multi-colored flower beds and boxwood, is now the residence of Mrs. Alvin J. Vanderbogart, descendant of one of the earlier owners, Noah Rider.

From Peter Dashiell, the original owner, the property passed to Noah Rider and later to Purnell Toadvine who

made extensive improvements to the water mills and the channel.

For many years this was the most important shipping point on Wicomico River, for foreign and locally owned vessels. A vast importing and mercantile trade was conducted until the river channel was completed up to Salisbury. In recent years the old stone water mill was restored and put in operation.

Tradition has it that Captain Kidd, the notorious pirate, sailed up Tony Tank Creek and buried treasure there.

The creek is no longer navigable. But that which it has lost as a mercantile and trading center, has more than been replaced by increased attractiveness that has made it one of the show places of the Eastern Shore.

Recent years have seen other homes erected in the vicinity still further enhancing its appearance.

As the motorist travels west of Salisbury, he will notice at the intersection of the state highway with the improved road leading into Hebron a simple frame building, bearing slight indication of its longevity. This is Spring Hill Protestant Episcopal Church, whose origin has previously been described. For nearly two centuries it has withstood the elements and served the parishioners of that community.

While possessing little of historical value, but nevertheless of considerable interest to the visitor, is the Barren (formerly called Baron) Creek spring at Mardela.

This spring apparently has flowed for centuries at this spot. It was there when the first settlers arrived and before that had been a great gathering place for Indians, since it was situated on the principal trans-peninsula trail from the upper shore to Ocean City.

Issuing from a hidden subterranean stream, its waters are thought to have health bearing qualities that extended the span of life. In the nineteenth century the place was noted as a health resort.

Throughout the county may be seen today many other reminders of an earlier age. Ancient homesteads that have descended from the original owners down through many generations of the family. Architectural designs that blend with the modern era lending itself to an enchantment found in no other part of America except on the Eastern Shore.

CHAPTER XXXII

Salisbury Today

I

It is frequently said Salisbury is the busiest city in America for the area it covers. The late Thomas R. Marshall, while vice president of the United States, declared that this city's business district would do full justice to any city of 100,000 population.

So rapid, yet substantial has been its growth, the physical characteristics of the city are constantly changing. From the government census of 1930, it took rank as the most rapidly growing city in Maryland, showing a population increase of 45.9 per cent within the decade.

From the same authentic source it is to be seen the city's population has nearly trebled during the last three decades. Claiming today nearly 12,000 inhabitants within the corporate limits, and surrounded with well populated suburbs, there is every indication that future growth will be even more rapid.

The casual visitor does not have to refer to statistics, however, for his impressions are of a thoroughly modern city with every appearance of being much larger than it really is. Here is an urban community, proud of its past and looking with utmost confidence to the future.

The visitor is impressed with the business-like atmosphere of the commercial districts. He finds the optimism in business and commerce here is a contagion that has become nearly obscured in other towns and cities he has visited.

The hundreds of large beautiful homes, set amidst well-kept lawns, flowers and shrubbery appeal to his esthetic tastes. The charm, culture and hospitality of the citizens leave an indelible impression gained in few other small American cities.

2

During the period of economic stress which has gripped the nation since the latter part of 1929, Salisbury's progress has not been retarded. Babson's statistical organization, reporting monthly upon the economic condition of the nation, has consistently designated Salisbury as one of the brightest spots in the East from the viewpoint of sales opportunities.

The issuance of building permits by the municipal government during the last five years has averaged more than one permit daily. For the past two years Salisbury has easily ranked second only to Baltimore in the volume of building operations under way in Maryland cities: $780,842 in 1930 and $708,795 in 1931, to nearly treble the third ranking city.

Postal receipts, usually considered an equitable barometer by which to measure business conditions of a community, are each year setting new records at the Salisbury post office.

Deflation in real estate values, so pronounced elsewhere in recent months, is hardly discernible here.

The assessed value of real estate is $12,000,000,

while the net bonded indebtedness is less than $500,000. City and county tax collections have been as regular as any similar period on record, and both governing bodies closed the fiscal year's business with cash balances in the treasury.

3

Salisbury is a wholesale distributing center for a population of nearly 100,000. Its many modern retail stores regularly draw shoppers from a radius of sixty miles.

The U. S. government census for 1930 lists 179 retail outlets having net sales of $8,783,959 for the year.

Modern hard surfaced highways radiate in every direction. Route No. 13, which shortens the trip from north to south by 150 miles, passes through Salisbury affording a comfortable resting point for the traveler.

The great network of highways, concentrating in Salisbury, has annually drawn more and more tourists. Tourist travel has, in fact, become an industry, the volume having recorded an increase of more than 500 per cent since 1925.

The city is at the junction of the Pennsylvania and the Baltimore and Eastern railroads. It is the home of the Red Star Motor Coaches whose bus lines honeycomb the Del-Mar-Va peninsula, and a terminal of the Eastern Shore Transit Company, operating buses from the lower tip of the peninsula. Greyhound and Eastern States Coaches make this an important junction point for operations along this section of the Atlantic seaboard.

This is also the home office of the Victor Lynn Transportation Company, operators of fast freight boat

—*Photo by Sklar*

MAIN STREET LOOKING WESTWARD ACROSS DIVISION STREET

service daily over the Wicomico River between Salisbury and Baltimore. The company at each terminal maintains co-ordinating motor truck service with store door deliveries.

From the Salisbury terminal motor trucks connect the freight boat service with more than a score of towns on the Eastern Shore.

4

Agriculture is a basic industry for the region. Highly specialized truck farming has been developed and due to the easy accessibility of the great northern consuming markets, growers receive the highest prevailing prices.

The manufacture of farm packages, crates, baskets, hampers and barrels, is one of the city's leading industries, providing employment for several hundred.

From earliest time, the manufacture of lumber for building materials has been an industry developed to a high state of efficiency.

Another industry allied with agriculture is the manufacture of fertilizers. Plants located here serve the farmer in several states.

The manufacture of shirts and other articles of clothing for men furnishes employment for additional hundreds of men and women. Here are manufactured two brands of men's shirts known and worn throughout the nation.

Vessels constructed at the marine railways, particularly private pleasure yachts, today are sailing the seven seas.

Modern meat packing plants here provide a ready market for the raiser of live stock. Dairying, too, has been highly developed. The Wicomico herds are known

wherever throughbred dairy animals are exhibited. The county is especially noted for the excellent breed of Guernseys.

The extent to which dairying has grown has resulted in the establishment of ice cream manufacturing plants. Three of these enterprises serve Salisbury and many other Eastern Shore towns.

Production of paper boxes, barber supplies, soft drinks, bakery products, bricks and other commodities have made this a manufacturing center of outstanding importance.

5

Salisbury has many important institutions, notably those dedicated to health and the dissemination of education.

Maryland State Normal School was founded in 1925 and represents a state investment of approximately $1,000,000. It occupies a 20 acre campus in a beautiful and exclusive residential section.

Noted educational authorities have declared it to be a model plant for the instruction of teachers in graded schools. Its three year course is equal to a similar period in the standard college.

Though it has been in operation only a few years, the institution, under guidance of the principal, Dr. William J. Holloway, who resigned as assistant State Superintendent of Schools to accept appointment as head of the school, has already gained wide renown in realms of education.

Maryland's public school system is rated among the foremost in America, and in Salisbury and the county the

student is provided every modern facility designed to advantageously equip him for a career.

Salisbury has just completed a fire-proof brick high school at a cost of $500,000. The structure, situated on a ten-acre campus overlooking Municipal Park, has a capacity for the instruction of 1,000 students.

Five graded schools are thoroughly modern in physical equipment and curriculum. Each is provided with a highly trained faculty.

An up-to-date brick school building for colored pupils has also been erected within the last 18 months.

Since 1930 new brick schools have been constructed in the county at Hebron and Pittsville.

Adhering to the policy of centralization, the Wicomico Board of Education maintains more than thirty bus routes making equally available to all children the best in school facilities. The health of the school child is carefully supervised by the City-County Health Department, which maintains a competent staff for the work.

Members of the School Board, L. W. Gunby, chairman, George C. Bounds and Marion A. Humphreys, and County Superintendent James M. Bennett, are at all times fully conversant with needs and requirements of the schools. The high type of students graduated from the institutions attest the ability of these officials.

6

Peninsula General Hospital, a fully accredited institution with 106 beds, has adequately met the needs of Salisbury and the central counties of the Eastern Shore for thirty years.

The hospital had its inception in 1898, when Dr.

George W. Todd started a hospital in an eight-room residence on West Main Street. It soon outgrew the original quarters and in 1903 Peninsula General Hospital was founded at South Division and West Locust streets by William P. Jackson as a memorial to his father, William H. Jackson.

Ten years ago the capacity was doubled by the erection of an addition to the building, the cost being defrayed by public subscriptions.

Filling a unique rôle in ministering to the health needs of the community is the Eastern Shore Tuberculosis Sanatorium, established as a private institution by Dr. Todd in 1908. The original program has been expanded many fold since its acquisition in 1925 by the State of Maryland. As a private institution it was known as Pine Bluff Sanatorium.

The health program of city and county, as represented by the work of the hospital, sanatorium and health department, is further augmented by an active welfare organization, of which F. W. C. Webb is president. The association employs full-time nurses devoted to public health and charity work.

It is supported by popular subscription. In appreciation of the great work carried on by the association, the public oversubscribed by fifty per cent the estimated amount needed for the present year.

Of the many institutions in the city, none fills a more unique purpose than the John B. Parsons Home for Aged. The beautiful group of buildings provide a real home for its aged tenants, now totaling eighty-two—who are permanently relieved of the burdens of care and uncertainties of the future for the remainder of the span of life.

—*Photo Dallin Aerial Surveys, Phila.*

AERIAL VIEW OF SALISBURY'S NORTHEASTERN DISTRICT

Many years ago public spirited citizens established a home for aged with the assistance of a small contribution from the state. This plan early attracted the interest of John B. Parsons, then head of the Philadelphia street railways. Through his generosity many comforts were provided for the occupants of the home and later he assumed the entire financial responsibility.

Having in mind the thoughts of extending the scope of the work, he bought Lemmon Hill property close to the city's center, as a future site for the home and employed architects to design the proposed group of buildings. These drafts he approved but desired the home should not be established there until his death.

When the will was probated after his death, August 14, 1919, it was revealed he had bequeathed half of his estate, estimated at $2,000,000, in trust for the perpetuation of the Home. From the proceeds of the fund, the trustees have since caused to be erected two commodious brick buildings at a cost of $80,000 each. The home's future is assured for the generations to follow.

The son of a farmer, Mr. Parsons was born on the east side of the county, his parents moving to Salisbury when he was a child of six years. While a young man, he went to Philadelphia and obtained a job as street railway conductor. From that position his promotion was rapid, leading to his ultimate election to chairmanship of the Board of Directors of Philadelphia Rapid Transit. He went to Chicago and there re-organized the street railway system upon a productive basis, but later returned to the same field in Philadelphia. He was recognized as the ablest railway magnate of the age.

The building at East Church and Naylor streets, formerly occupied by the Salisbury Home for Aged, is

now owned by the Eastern Baptist Association as an institution of similar character for aged members of the denomination residing within the north and middle Atlantic seaboard areas.

7

Salisbury has not neglected recreational facilities for its inhabitants and those who visit the city. Lovers of golf find two well-kept courses within easy access. The Green Hill Country Club course is on the shores of the beautiful, winding Wicomico. Rich-Wil Park course is within six minutes' walk from the city's center.

For lovers of other sports, the baseball park stands have a seating capacity for 2,500 spectators and the grand stands at the fair grounds accommodate a like number.

Few cities of Salisbury's size possess a municipal park of such natural scenic beauty. The city government has launched a program of systematic development of the 58 acre site in the east section of the city. Hundreds of city children daily enjoy the well-lighted bathing pools, and Schumaker Lake is ideal for boating.

Within a short auto drive from Salisbury are some of the best fishing and hunting possibilities to be found anywhere in America. Fresh and salt water lakes and rivers contain all species of fish that inhabit the temperate zone.

Scores of hunting lodges dot the marshlands and waterfront of rivers, bays and bayous where millions of wild fowl literally overcast the skies in the fall and winter season. Hunting upland game is a favorite pastime for thousands of other sportsmen.

Connected with Salisbury by a network of hard sur-

faced highways are scores of river, bay and ocean resorts that annually attract hundreds of thousands of vacationists.

8

Church edifices are among the most imposing structures in the city. The membership of the eighteen churches constitutes an exceedingly large percentage of the populace. A recent religious survey revealed that less than one hundred of the inhabitants were non-affiliates of the church.

The civic spirit is pronounced in the service clubs, women's organizations and the Chamber of Commerce.

Summers are long and warm, but always tempered by breezes from the ocean or bay. Winters are short and not severe. Snow rarely remains on the ground more than a few hours and then the beauty of the landscape far overshadows the possible inconveniences. Frosts depart early and return late, making for a lengthy growing season for crops.

Health statistics show the death rate from disease is 25 per cent lower than the average for the state and 35 per cent lower than statistics for the entire United States.

Such is the Salisbury of today. The modern version of a great American community with a history abounding in romance and tradition. An enchanted place in which to reside; a live, vital force in realms of trade and commerce.

APPENDIX

THE BICENTENNIAL CELEBRATION

In observance of the two hundredth anniversary of its founding Salisbury held a mammoth symbolic celebration from August 8 to 13, 1932, depicting by pageantry and divers other ways the bicentenary of its Provincial character.

Following is a list of business firms, corporations, organizations and individuals whose contributions made possible this Bicentennial Celebration.

INDIVIDUAL PATRONS

A

Mrs. R. B. Ackley
E. Dale Adkins
Jessie Graham Adkins
Sarah Graham Adkins
E. Dale Adkins, Jr.
F. P. Adkins
Mrs. F. P. Adkins
Bertha S. Adkins
John Edward Adkins
Albert G. Allen
Fulton Allen
W. Lee Allen
W. F. Allen
Martha P. Allen
Thomas S. Ayres, Sr.
Thomas S. Ayres, Jr.
Charles E. Ayres

B

Baglean Society S. N. S.
James A. Bailey
John C. Bailey, Jr.
J. V. Bailey
Mrs. J. V. Bailey
Levin C. Bailey
Mrs. Levin C. Bailey
George W. Baker
Laura D. Baker
A. M. Ball
Clark E. Banks
Mr. & Mrs. Fred H. Battle
Donald H. Baysinger
Barney A. Beauchamp
Wade H. Bedsworth
H. G. Benedict
Charles E. Bennett
Mr. and Mrs. Chas. W. Bennett
Darcy Bennett
Mr. and Mrs. James M. Bennett
Edgar T. Bennett
Mrs. Lena M. Bennett
Mrs. Ella Lee Betts
Maxwell Black
Dr. A. B. Boulden
Mrs. A. B. Boulden
Carroll E. Bounds
Peter Bounds
R. Mervin Bounds
W. F. Bounds
Arthur W. Boyce
Mrs. A. W. Boyce
Charles T. Bradley
Mrs. Chas. W. Bradley
H. Fulton Brewington
Margaret F. Brewington
H. E. Brittingham
S. C. Broughton
Mrs. Richard A. Brown
Carrie Lee Burroughs
P. E. Burroughs, Jr.

C

C. M. Cadell
J. Bryan Campbell
Annie G. Cannon
Miriam P. Cannon

Robert P. Cannon
Arthur P. Cantwell
Carnean Society S.N.S
John Gary Carrico
Mrs. T. J. Carruthers
Chris C. Chames
F. Thomas Chatham
James F. Chatham
Frank Cinno
Tom Cinno
O. G. Clements
Mrs. O. G. Clements
Frank M. Cline
F. W. Collins
Phillip C. Cooper
Mark Cooper
Louise Perry Cooper
Mark Cooper, Jr.
Mrs. F. G. Corbin
C. H. Cordrey
Mrs. L. P. Coulbourne
Dan Culver
Mrs. Stanford C. Culver

D

Anne E. Dashiell
J. Roland Dashiell
Mrs. J. Roland Dashiell
Jones Dashiell, Jr.
Rev. Edward A. Daugherty
Harry M. Davidson
C. Norman Davis
Henry W. Davis
Victor O. Davis
Annie M. Dennis
W. H. Derrickson
C. L. Dickerson
Albert R. Disharoon
T. Ray Disharoon
Mrs. Sallie C. Disharoon
Walter R. Disharoon
Lydia J. Disharoon
Margaret Isobel Disharoon
Chas. R. Disharoon, Jr.
Wm. H. Dixon
Wm. W. Dixon
Eloise McB. Doody
Patricia Doody
Mrs. Levin W. Dorman
Stella Waller Dorman
George W. Dove
Amelia F. Downing
John W. Downing
Annie T. Downing
Mrs. Wm. J. Downing, Sr.
William J. Downing, Jr.
Francis H. Dryden
Isabelle S. Dryden
Betty Dryden
Clifford Duffy
Madie Dukes
Ralph O. Dulany
Donald W. Duncan

E

Maria Louise Ellegood
Mrs. D. J. Elliott
Hazel Elliott
Martin L. Enders

F

Samuel S. Feldman
Sara W. Feldman
William Feldman
Esther S. Feldman
Robert H. Fithian
Mrs. Alice Gunby Fooks
Harry C. Fooks
William T. Fooks
Mrs. Grace E. Freeny
E. C. Fulton
Nancy R. Fulton
S. O. Furniss and family

G

Charles W. Gale
W. T. Gardner
Mrs. W. T. Gardner
Rollie D. Gillis
Mrs. Rollie D. Gillis
Rollie D. Gillis, Jr.
A. B. Gordy
Nancy M. Gordy
W. S. Gordy, Jr.
Mrs. W. S. Gordy, Jr.
Vaughn S. Gordy
Mrs. Costen Goslee
Helen P. Graham
Mrs. Joseph A. Graham
Irma Graham
Stuart Graham
Alex. T. Grier
Ralph H. Grier
Robert D. Grier, Jr.
Mrs. Robert D. Grier, Jr.
Mrs. Robert D. Grier, Sr.
F. A. Grier, Jr.
Louis W. Gunby
Graham Gunby, Sr.
Graham Gunby, Jr.
John K. Gunby
Joseph Y. Gunby

H

Avery W. Hall
Mildred D. Hall
Donald Avery Hall
James and Richard Holden
Virginia Perdue Hanna
Marian J. Hannaman
Ora C. Hannaman
Ruth K. Harcum
Guy E. Harmon
Charles E. Harper
Mrs. I. J. Harris
W. Gorman Hastings
B. Lee Hayman
J. Reed Hayman
Everett Hearn
Mrs. Ira F. Hearne
E. V. Hearne
Louder T. Hearne
Judson K. Heaster
Sydney C. Hemming, 2nd.
J. C. Hendrickson
Dr. R. O. Higgins
Mary C. Hill
Gladys Hill
Franklin B. Hill
Mrs. Jeanette Hills
Ernest B. Hitch
William H. Hitchens
N. H. Holland
S. Norman Holland
William T. Holland, Jr.
Wm. Tracy Holland
C. Nettie Holloway
Wm. J. Hollaway, Ph. D.
Mary Weller Hollaway
W. Weller Holloway
M. Elizabeth Holloway
Jeanne G. Holloway
Robert M. Holloway
Nancy E. Holloway
Edward Francis Holloway
Emma C. Holloway
J. Asbury Holloway
Walter R. Holloway
Mrs. D. J. Holloway
Marvin A. Holloway
John T. Holt
Mrs. John T. Holt
Andrew J. Hopkins
Letitia R. Houston
Agnes C. Howie
A. C. Hubbert
Mrs. E. W. Humphreys
William M. Hunt

Dr. S. H. Hurdle
Harland W. Huston
Margaret Huston
Harland W. Huston, Jr.
Katherine Hutchings

I

G. Harold Ingersoll
Cora M. Insley
Wade H. Insley
Mrs. Wade H. Insley
T. Hubert Insley
Wade H. Insley, Jr.
Richard C. Insley

J

W. Newton Jackson
Mrs. W. Newton Jackson
William P. Jackson
Clinton T. Jenkins
Capt. Edward Johnson
Edward F. Johnson
Mrs. S. Q. Johnson
Frank Johnson
Carl L. Jones
I. E. Jones
Mrs. I. E. Jones
E. Sheldon Jones

K

Roy N. Keller
George E. Kennerly
Gertrude Killiam
Mrs. Louis Kleger
Stanley Denmead Kolb
C. D. Krause
Albert S. Krause
John A. Kuhn
Mrs. John A. Kuhn
Anne McCormich Kuhn

L

Johan Langlier
Mrs. John Langlier
T. Lee Lankford
Joanna Lankford
Nellie A. Lankford
William W. Larmore
Ernest Laws
J. R. Laws
W. E. Laws
Luther J. Lawson
Ellett A. Lewis
Rev. W. H. Litsinger
Otis S. Lloyd, Sr.
Mattie S. Lloyd
Otis S. Lloyd, Jr.
O. Straughn Lloyd
Mrs. O. Straughn Lloyd
Harvey H. Long
H. L. Loreman, Sr.
William B. Lowe
Mary S. Lowe
E. T. Lucas

M

George H. Marine
Edna M. Marshall
H. B. Marston
Sallie W. Martindale
Mrs. W. F. Massey
Matrons' Home Club
Ernest S. McBriety
John G. Melson
Mrs. John G. Melson
E. W. Merrick
W. F. Messick
Mrs. W. F. Messick
E. Anne Messick
Ruth E. Messick
Eugene M. Messick
Mrs. Eugene M. Messick

William A. Miles
Dorothy E. Mitchell
F. A. Mitchell
Mrs. F. A. Mitchell
Watson D. Mitchell
Lelia Mitchell
W. S. Moore, Jr.
Lewis Morgan
Mrs. Lewis Morgan
Kitty Morgan
William E. Morgan
Ida Morris
May Morris
Rosa L. Morris
Robert E. Morris
Alice Rebecca Morris
John E. Morris
John L. Morris
Mrs. John L. Morris
Roberta R. Morris
Richard W. Morris
Eloise M. Morris
Irvin Scott Morris
P. A. Morrison
H. M. Murphy, V.M.D.
Ronie W. Murrell

N

J. Herman Noble
Walter P. Nock
Clyde O. Nock

O

Margaret Oliphant
Blanche Owens
Edna Owens

P

Mary H. Parsons
J. Henry Parsons
Samuel E. Patterson
Edna Payne
Lillian Pease
Mrs. L. Paige Pennewell
Norman Perdue
Anita Perrin
Mrs. Charles M. Peters
Edna Peters
G. Murray Phillips
R. Harry Phillips
Mrs. R. Harry Phillips
Pratt D. Phillips
Dora Jones Phillips
Pratt D. Phillips, Jr.
Ruth S. Phillips
Mary Rebecca Phillips
Geo. Waller Phillips
Mrs. H. Lay Phillips
Mrs. Louise Gunby Pilchard
Frances Pilchard
S. Norris Pilchard, Jr.
W. Upshur Polk
M. Blanche Barnes Polk
L. Irving Pollitt
J. Wallace Pollitt
Milton L. Pope
W. Edgar Porter
Elizabeth Collier Potter
Mrs. C. Robert Powell
Emma W. Powell
M. Lizzie Powell
M. Estelle Powell
Ruth Powell
Walter J. Powell
Marian Evans Powell
Emily Gertrude Price
Gertrude B. Price
J. William Price
Jean T. Price
John A. Price
John T. Price
Morris Pryor
Ralph R. Purnell
Roxie Pusey

Q

Mrs. S. M. Quillen
Charlotte Quillen
Benjamin T. Quillen
Clinton Quillen
Marie Quillen
Purnell Quillen

R

F. C. Rau
Joseph B. Rawson
George E. Richardson
Mrs. George E. Richardson
J. R. Richardson
Vaughn M. Richardson
Caroline D. Riley
M. Florence Riley
Miriam H. Riley
Edgar A. Roberts
Henry W. Roberts
Mrs. Henry W. Roberts
Ellen Roberts
H. Brittingham Roberts
Elsie Holland Roberts
H. Brittingham Roberts, Jr.
Mr. and Mrs. Stanley G. Robins
H. Fulton Rounds
T. Jackson Rounds
Katie Rounds
Wilbur M. Rounds
William M. Rounds
Mrs. William M. Rounds
Howard H. Ruark
M. Wallace Ruark

S

H. S. Schwartz
James J. Scott
Mrs. James J. Scott
Milton L. Severance
Walter S. Sheppard
Pauline Collier Sheppard
Nellie S. Sheppard
Richard B. Sheridan
Mrs. Richard B. Sheridan
R. Kelvin Shivers
Avery Short
J. Frank Short
A. H. Silverman
W. L. Simmons
C. Albert Skervin
J. William Slemons
Mrs. J. William Slemons
Elizabeth Slemons
Dr. Charles F. Smith
Sarah S. Smith
Frederic L. Smith
Louise White Smith
C. Howard Smith
J. W. Smith
Mrs. Thomas A. Smith
Dr. Gardiner Spring, Sr.
Dr. Gardiner Spring, Jr.
Wallace N. Spring
Mr. and Mrs. Geo. D. Stanley
Henry W. Sterling
Rev. J. N. Stewart
Student Grange S.N.S.
Jewell Swain

T

Ella Bradley Taylor
G. Victor Taylor
G. Roland Taylor
Mrs. G. Roland Taylor
H. S. Taylor
Rex A. Taylor
A. J. Tilghman
Charles E. Tilghman
Thomas H. Tilghman, 2nd.
Edward J. Tilghman
John Bounds Tilghman
W. B. Tilghman, Jr.
Mr. and Mrs. Lester C. Tingle

Annie J. Tingle
Mrs. Alexander D. Toadvine
Mrs. H. S. Todd, Sr.
H. S. Todd, Jr.
Mrs. Sara G. Todd
L. Eugene Todd
Mrs. L. Eugene Todd
S. Houston Todd
Mrs. S. Houston Todd
J. Henry Townsend
Mrs. Alfred T. Truitt
Charles H. Truitt
Mrs. Charles J. Truitt
Mrs. Amelia C. Truitt
Mrs. Harry C. Tull
Ernest C. Turner
Ira D. Turner
Hilda C. Turner
V. May Turner
E. E. Twilley
Katherine B. Tyndall

U

Melvin Ulm

V

Hugh J. Vander Bogart
Jackson Vander Bogart
Margaret J. Vander Bogart

W

Laura L. Wailes
Mrs. Mildred Thrift Wailes
Nannie T. Wailes
Hobart M. Wallace
George W. D. Waller
Mrs. George W. D. Waller
Carolyn C. Waller
Mrs. Helen Waller
Sherman Waller
William T. W. Waller
A. M. Walls
Grace T. Walls
Ida M. Walls
Mrs. Elmer H. Walton
J. J. Ward, Jr.
Maggie N. Ward
Leon Ware
Helen Weatherhead
F. W. C. Webb
R. A. Weisner
Leo D. Wells
John W. West
Clarence W. Whealton
Dorothy Ann Whealton
Dorothy Sudler Whealton
Elizabeth Sudler Whealton
D. J. Whealton, Jr.
Ernest O. Wheatley
Mrs. Ernest Wheatley
Rev. Leonard White
S. King White
Wm. H. White
C. J. White
E. R. White
Mrs. E. R. White
E. R. White, Jr.
Mrs. E. R. White, Jr.
Milton White
J. Cleveland White
Russel P. White
Thomas W. White, Jr.
Ruth Anderson White
Laura Virginia White
U. F. White
Wallace H. White
William E. White
Wicomico Sewing Circle
Charles H. Wier
Nesta Miles Wier
Jay Williams
Mrs. Jay Williams
A. Everett Williams
George H. Williams
J. Waller Williams

V. L. B. Williams
R. W. Willing
C. W. Wilson
Fannie W. Wilson
Lester D. Windsor
Emma Wood
Alice Wood
A. W. W. Woodcock
S. Franklyn Woodcock
Mrs. S. Franklyn Woodcock
Mamie Woodcock
Elizabeth W. Woodcock
Samuel P. Woodcock
E. G. B. Wright
L. Hubert Wright
Rachael Wright
W. J. Wright
D. W. Wroten

Y

Thomas R. Young

In Memoriam

A

Eleanor Frances Adkins
Elijah Stanton Adkins
Hennie F. Adkins

B

Harry L. Brewington
Marion V. Brewington

C

Sallie A. Cannon
Anthony J. Carey
Herman W. Carty
F. Marion Chatham, Jr.
Gen. William Burr Cochran
Louisa Brattan Collier
Dr. Levin D. Collier
Oliver Cordrey
Capt. L. P. Coulbourne
Stanford C. Culver

D

Charles R. Disharoon
Patrick Henry Doody
Levin W. Dorman
William J. Downing, Sr.
Alfred T. Dykes

E

James E. Ellegood
Mrs. James E. Ellegood
Preston Ellingsworth
Daniel J. Elliott
Mary Tubbs Elzey
Sewell T. Evans

F

Nathan T. Fitch
Edward T. Fowler
Harry B. Freeny
Rev. William Fulton, D.D.

G

Allison A. Gillis
Mrs. Allison A. Gillis
L. B. Gillis
Hilda C. Gordy
James Albert Gordy
Samuel E. Gordy
William Sidney Gordy
Virginia Brewington Gordy
Col. Samuel A. Graham

Samuel A. Graham
Fred A. Grier, Sr.
Robert D. Grier
Wilmer C. Gullette
Edward C. Gunby
Francis Marion Gunby
Frank M. Gunby
Mrs. L. W. Gunby
Ruth Lyon Gunby
Somers S. Gunby
Virginia Gordy Gunby

H

Henry H. Hanna
Rev. Julius A. Herold
Judge Charles F. Holland
W. T. Holland, Sr.
Daniel J. Holloway
Mary Louisa Holloway
John B. F. Hooper
Rev. David Howard
F. B. Humphreys
Hester Parsons Humphreys
Randolph Humphreys
T. Edmund Humphreys
Walter C. Humphreys
Julia Ellegood Humphreys
William J. Huston

J

Annie Rider Jackson
Gov. Elihu Emory Jackson
William H. Jackson
S. Quinton Johnson
William T. Johnson

K

B. Frank Kennerly
J. Wesley Kibble

L

Albert W. Lankford
Col. William J. Leonard
James E. Lowe
H. M. Lucas

M

Lemuel Malone
Rev. Thomas E. Martindale
Alma Toadvine Matthews
Elder J. Corder Mellott
Alonzo L. Miles
W. B. Miller
Edward D. Mitchell
Joseph Mitchell
Dr. Louis W. Morris
Oscar L. Morris
Stephen A. Murrell

N

Dr. Robert Naylor
Wilbur S. Nock

P

Elisha J. C. Parsons
John B. Parsons
Dean W. Perdue
Thomas Perry
Elizabeth Jackson Phillips
George William Phillips
George Edgar Phillips
Myrtle E. Pollitt
Rev. Thomas N. Potts
Irving S. Powell
James L. Powell
Robert E. Powell

Q

Samuel M. Quillin, Jr.

R

Rev. Samuel W. Reigart, D. D.
Granville Ross Rider
John B. Rider
Margaret Anne Rider
Thomas F. J. Rider
William Hearn Rider
Henry Wilson Ruark
Huston Humphreys Ruark
Travers L. Ruark

S

William E. Sheppard
J. Ernest Shockley
G. E. Sirman
Dr. Francis Marion Slemons
Albert C. Smith
Dr. Edgar W. Smith
Rev. S. S. Smith
Dr. William G. Smith
W. Jefferson Staton
Bishop William Murray Stone

T

W. B. Tilghman
Judge Edward Stanley Toadvin
Alex D. Toadvine
Ernest A. Toadvine
S. Frank Toadvine
Stephen P. Toadvine
Frederick & Mary A. Thompson
Lacy Thoroughgood
F. C. Todd
Dr. George W. Todd
Dr. H. Laird Todd
H. S. Todd, Sr.
Justice William A. Trader
James T. Truitt
Raymond K. Truitt
Marion C. Turner
Justice Naaman P. Turner
N. Price Turner
W. Pitt Turner
M. E. Tyndall

U

Caroline Long Ulman
Isaac Ulman
Simon Ulman
Lena Long Ulman

V

Rev. A. J. Vanderbogart

W

Ebenezer L. Wailes
Arthur Ward
Daniel J. Whealton
Annette Vickers White
Augustus White
John White
John H. White
Laura A. White
King V. White
William J. White
John D. Williams
L. Ernest Williams
R. Frank Williams
Thomas House Williams
Amos Wilson Woodcock
Carrie Smith Woodcock
David S. Wroten

COMMERCIAL

A

E. S. Adkins & Co.
W. F. Allen Co.
Anderson & Bozman
Arcade Bowling Alleys
Arcade Theatre
Arcade Shoe Repairing Shop

B

Dr. H. A. Barnes
I. L. Benjamin
L. Atwood Bennett
Berlin Milling Co.
Dr. James R. Bishop
Booth & Brown
G. A. Bounds & Co.
Breyer Ice Cream Co.
Boyd Brittingham
Dr. Charles F. Brown
Dr. A. B. Burris

C

Camden Delicatessen
Wilmer Cantwell & Son
Dr. J. H. Carpenter
Cavanaugh & Ludwig
Nick Cerniglia
Chantry House
H. T. Chatham & Son
Citizens Budget Co.
Citizens Gas Co.
City Credit Co.
Coca Cola Bottling Co.
Cooper Corporation
Corona Nurseries
L. D. Collier Drug Co.
Dr. Creston Collins
C. & P. Telephone Co.

D

Dr. W. O. Daisey
Joseph E. Davis & Son
Dr. L. A. De Hon
Delmarva Credit Bureau, Inc.
Delmarva Mortgage Co.
R. Elmer Dennis
Dr. J. McFadden Dick
C. R. Disharoon Co.

E

Eastern Shore Baking Co.
Eastern Shore Public Service Co.
Eastern Shore Trust Co.
Dr. John M. Elderdice
Elks Lodge
Evergreen House

F

Farmers & Merchants Bank
Farmers & Planters Co.
Feldman Brothers
W. C. Fields
Firestone Service Stores, Inc.
Dr. Charles T. Fisher
Harold N. Fitch
E. F. Fleming

G

W. W. Gavin
Goodman Department Store

W. S. Gordy, Jr.
Goodrich Silvertown, Inc.
R. D. Grier & Sons
L. W. Gunby Co.
Gunby Nash Motor Co.
Gunby Motor Co.

H

Harry L. Harcum
Hastings & Parsons Co., Inc.
Hayman's Drug Store
E. L. Hearn
Dr. W. S. Heatwole
Dr. R. O. Higgins
Hill & Johnson
H. H. Hitch & Bro.
I. V. Hitchens
Richard H. Hodgson
Holloway & Co.
Holt Oil Co.
Home Beneficial Assn., Inc.
Homestead Dairy
The Hub

J

Jackson, Monsees & Whealton
J. Roland Johnson
J. Lee Jones
Jones Corner Market

K

Kennerly & Mitchell Co.

L

Lar-Nel Furniture Co.
Laws Construction Co.
Layfield & Waller Paving Co.
Leeds & Twilley
A. J. Lesnar
Lions Club
Lit's Service Station
Long Lumber Co.
Long & Johnson

M

George W. Majors
Manhattan Shirt Co.
Dr. Hunter R. Mann
Mardelvia Finance Corp.
Masonic Fraternity of Salisbury
Mayflower Hotel & Grill
McCrory Stores Corp.
Wm. F. Messick Ice Co.
Miles, Bailey & Williams
Mitchell Battery & Electric Co.
Modoc Tribe No. 104, Red Men

N

Nathan's
National Concrete Vault Co.
Nehi Bottling Co.
New York Pants Manufacturing Co.
News Publishing Co.
Dr. R. M. Nock
J. R. Nott

O

Open Kitchen Lunch

P

The Parkway
Parsons Brothers Garage
Phillips Brothers
Pocahontas Coal Co.
Dr. D. B. Potter
Powell Motor Co.
R. E. Powell & Co.

R

Sewell W. Rayne
Red Star Lines
Dr. V. W. Richards
Rotary Club
Roberts Paving Co.
G. E. Rounds & Co.
T. L. Ruark & Co.
Harry Rubenstone

S

Salisbury Advertiser
Salisbury Brick Co.
Salisbury Building & Loan Assn.
Salisbury Chapter Order of Demolay
Salisbury Ice Co.
Salisbury Meat Market
Salisbury National Bank
W. E. Sheppard & Co.
J. E. Shockley & Co.
Sklar Studio
Smith Furniture Co.
Dr. Charles F. Smith
Sons & Daughters of Liberty
Southern Dairies, Inc.
Dr. Charles D. Steenken
Samuel Stoltz
Sunshine Laundry

T

Taylor & Taylor
Charles F. Teubner
Thompson's Grill
W. B. Tilghman Co.
Augustus Toadvine
H. S. Todd & Co.
Toulson Drug Co.
E. W. Townsend & Son
Dr. Charles R. Truitt
Dr. Harry C. Tull
Turner Brothers Co.

U

Ulman's Theatre
Ulman Sons

V

Veterans of Foreign Wars
Victor Lynn Lines

W

Wailes & Robins
Dr. J. R. Wanner
Watsons Smoke House
F. W. C. Webb
Webb & Co.
Whistle Bottling Co.
White & Leonard
E. Homer White Shoe Co.
Wicomico Hotel
Wicomico Post 64, American Legion
J. S. T. Wilcox
J. Waller Williams
Dr. John Willin
U. C. Wimbrow
Dr. Justin C. Wood
Woodcock & Webb
F. W. Woolworth Co.

Y

M. P. Young